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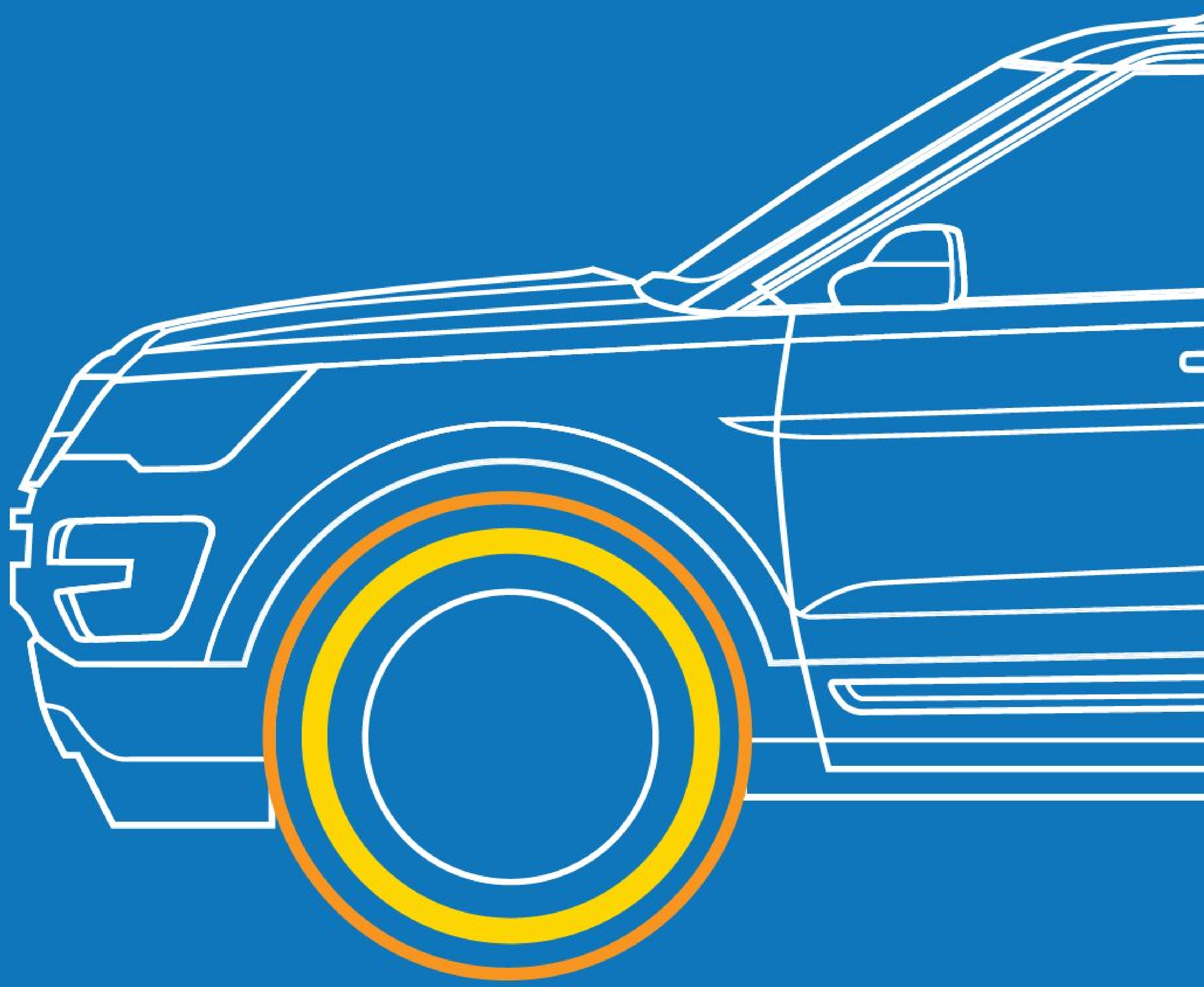

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PHOTOS, COVER: KIA, CHEVROLET, MAZDA. PHOTO, THIS PAGE: HONDA

FROM THE EDITORS

The CR Difference

WHEN YOU'RE BUYING a new car, it can feel like everyone you encounter just wants to sell you something and there's nobody out there you can trust.

CR is here to help! You can rely on our recommendations because we have detailed data that nobody else does.

This issue of Consumer Reports New Cars has the latest data from our exclusive owner satisfaction survey of CR members, where we find out how much the love—or dislike—their current vehicles. It also includes data from our reliability surveys. Because the only thing better than a satisfying car is one that doesn't need repeated repairs.

This year we gathered data on over 330,000 cars, trucks, SUVs, minivans, and wagons. But that's not all. We buy our own vehicles to test rather than relying on samples provided by automakers, so when we conduct more than 50 detailed evaluations on a car, we're testing the same one you plan to buy—not a hand-picked version that was loaned to us in order to get a good review.

CR is a nonprofit, and we don't answer to automakers or dealers. It's why you won't see any ads from automakers, but you will see our exclusive test data.

So rest assured: You've started searching for a new car in the right place. We are proud to have earned your trust.

—*CR's Auto Test Team*

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Ask Our Experts

CR's auto testers answer questions about dash cams, what happens if you pull the electronic parking brake while moving, and more.

Q. Is it possible that the key fob remote is draining the battery on my car?

Unless you have a very old, tired car battery—they last between three and five years, according to AAA—the key fob isn't the reason your battery dies on you.

"While the key fob will constantly try to communicate with the car, it generally won't completely drain a healthy car battery," says Mike Monticello, CR's road-test manager.

CR has test cars that we keep in our shop all the time—sometimes for several weeks without being driven—and we almost never have a battery-draining problem. Of course, these cars have fresh batteries. When we do have a problem, it's usually because someone left an accessory on.

Also, shut off the ignition when sitting in your car waiting for someone, because if it's in accessory mode, you could be draining the battery.

Q. Will using a dash cam bring down my car insurance premium?

A dash cam can be very useful for capturing hit-and-runs, watching what happens while your car is parked, and recording interactions with the police or pedestrians.

Although there currently aren't any insurers in the U.S. that will give you a discount for having a dash cam, it can still be useful if there is a crash. You can send the footage to your insurance company and prove that you weren't at fault, saving you from a premium increase.

When using one, make sure that your camera is not mounted in a place on your windshield that might affect your visibility or become a harmful projectile if it falls or becomes dislodged. Find out if there are local and state laws about putting anything on your windshield, including cameras. Also make sure your state doesn't have any privacy laws regarding dash cam use.

Q. Is it dangerous to pull the electronic parking brake while driving?

To find out, we tested multiple vehicles at 5 mph, 20 mph, and 60 mph in a straight line and in turns, on both dry and wet surface conditions.

And yes, the electronic parking brake is an effective way in an emergency to gradually slow your vehicle and bring it to a controlled stop, though a bit more slowly than pressing hard on the brake pedal.

In an emergency situation, you need to hold the brake switch until the vehicle comes to a complete stop. Once you stop, the parking brake remains active; then you can release the switch and drive away or put the transmission in Park.

You should do this only if the brake system fails, or if something is trapped under the brake pedal. Consult your owner's manual to find out how your vehicle's parking brake operates.

8.1%

of American adults didn't use front seat belts in 2023. In 2021 about half the people killed in daytime car crashes were not belted in.

SOURCE: National Highway Traffic Safety Administration

PHOTO: ADOBE STOCK

START YOUR ENGINES

OWNER SATISFACTION, TOP-RATED TIRES, AND NEW CARS COMING SOON

The Cars Owners LOVE the Most

Sports cars, family-sized SUVs, and EVs are the ones that most tickle the fancy of our members, while lower-priced SUVs and some luxury models continue to draw their ire.

WHAT MAKES A car owner satisfied with their purchase, even after owning it for two, three, or five years? It's simple: The car lives up to their expectations when it comes to performance, comfort, fuel economy, and other important attributes.

Consumer Reports' latest satisfaction survey reveals that all types of cars can rise to the top of the most loved list. "Depending on the buyer, a satisfying vehicle might be a fun sports car, an efficient electric vehicle [EV],

PHOTO: CHEVROLET

REPEAT SELECTION
The Chevrolet Corvette tops CR's most satisfying list for the third year in a row.

Standouts and Also-Rans

MOST SATISFYING

93%	Chevrolet Corvette
88%	Rivian R1T
88%	Mazda MX-5 Miata
87%	Lexus NX Plug-In Hybrid
85%	BMW X5
84%	Rivian R1S
83%	Ford Maverick Hybrid
82%	Kia Telluride
82%	Honda Pilot
81%	Hyundai Ioniq 6

LEAST SATISFYING

48%	Nissan Altima
47%	Volkswagen Jetta
47%	Kia Forte
46%	Mercedes-Benz C-Class
45%	Kia Seltos
44%	Nissan Kicks
42%	Kia Sorento Hybrid
39%	Nissan Sentra
38%	Volkswagen Taos
25%	Infiniti QX50

Percentage of owners who said "definitely yes" when asked if they would buy the same vehicle again.

or a roomy SUV," says Jake Fisher, CR's senior director of auto testing.

The cars with the lowest satisfaction scores are the models that don't deliver on high gas mileage claims, for example, or "luxury" models that turn out to be loud, cramped, and less elegant than expected.

How do we determine which cars are the most lovable and which ones aren't? It's measured by how many members answer "definitely yes" to this key question: Given the opportunity, would you buy or lease this vehicle again? (See page 8 for our detailed methodology.)

This year we received responses from owners of more than 330,000 cars, SUVs, trucks, and minivans. Our findings include insights on EVs and hybrids, along with the most and least satisfying models in their class.

Keep in mind that the cars owners love aren't necessarily the ones that excel in our testing. "A vehicle could have below-average reliability or not be a standout in our testing and still make owners happy," says Steven Elek, who oversees auto data analytics at CR.

EVs and Hybrids Charge Ahead

In the past, a fuel-efficient gas-powered model like a Toyota Camry or Honda CR-V may have cracked our 10 Most Satisfying list, but like last year, EVs and hybrids have replaced gas-only cars at the top of our satisfaction ratings. Both the Rivian R1T pickup truck—an EV that made the list in 2023—and the R1S SUV are on the most satisfying list this year.

"While the Rivians have some reliability problems, owners are willing to look past them because of the unique features and incredible performance that attracted them to the brand," Fisher says.

They're joined by two newcomers: the Hyundai Ioniq 6 EV and the Lexus NX plug-in hybrid (PHEV). The Ford Maverick Hybrid pickup truck is a repeat performer.

In fact, hybrids continue to make a strong showing. Almost every hybrid scored higher than its gas-only sibling. While the Toyota Corolla Hybrid bested the regular Corolla by only a slim 4 points, other models had significant differences. The Ford Escape Hybrid scored 20 points better than the regular Escape. "Not only does the hybrid version deliver better fuel economy, but its electric motor generally contributes to a calmer, more pleasant driving experience," Fisher says.

Scores were more mixed for PHEVs, which can run solely on electricity for short distances and switch to hybrid mode when the charge runs out. Good performers include the Toyota RAV4 Prime, which scored almost 20 points higher than the regular RAV4, and the RAV4 Hybrid, which scored 13 points above the conventional version. And the Escape PHEV was a whopping 24 points above the regular Escape.

But satisfaction sagged for others. The Audi Q5, BMW X5, and Volvo XC60 PHEVs had lower satisfaction ratings than their non-hybrid siblings. These PHEVs also had worse reliability than the conventional versions, so it isn't surprising owners were dissatisfied.

Overall, a PHEVs ability to run on electricity for short trips and operate as a fuel-saving hybrid on longer journeys is a satisfying combination—when the vehicle is reliable.

Practical Is Best

Models that are at home on a race track

Top of the Charts

Although they didn't break into our 10 Most Satisfying list (page 5), these five models scored at the top of their respective vehicle categories. Each one satisfies with segment-leading fuel economy, average or better reliability, and a strong complement of standard active safety and driver assistance systems.

LUXURY COMPACT CARS

✓ Acura Integra

▲ OWNER SATISFACTION

COMPACT CARS

✓ 🍃 Toyota Prius

▲ OWNER SATISFACTION

as well as on a winding country road still top the satisfaction list, though some are being edged out. While last year there were six performance cars among the top 10, this year there are just two: the Chevrolet Corvette and Mazda MX-5 Miata.

"Sports-car buyers seek models that are fun to drive, and the Corvette and Miata don't disappoint," Fisher says. "The Corvette is like a bargain-priced Ferrari, and the Miata is so fun to drive. It will put a smile on anyone's face."

The Kia Telluride makes the list again and is joined by the newly redesigned Honda Pilot. These three-row SUVs are comfortable, have straightforward controls, and can carry up to eight people. BMW's X5 bridges the gap between sports cars and SUVs. It's quick and nimble but can also carry five people in quiet comfort.

Entry-Level Troubles

Six of the 10 least satisfying models are making repeat appearances: the Kia Forte and Seltos, Infiniti QX50, Nissan Altima and Kicks, and Volkswagen Taos. The Kias, Nissans, and VW are all basic, lower-cost models for their categories. It isn't surprising because models built to meet a low price often have loud cabins, stiff rides, and less appealing interiors.

The entry-level models of luxury brands have similar flaws. They can be loud and have fewer luxury touches, and overall don't deliver the experience of their more expensive brand siblings.

The Infiniti QX50 SUV and Mercedes-Benz C-Class sedan are examples of this. The QX50 has ponderous handling and complex controls, and doesn't deliver the fuel savings that Infiniti promises, while the complicated controls, cramped interior, and stiff ride of the C-Class diminish its luxury promise.

"Instead of paying a premium for a luxury nameplate, we recommend buying a non-luxury model's top trim," Elek says.

PHOTOS: ACURA, TOYOTA, SUBARU

SUBCOMPACT SUVs

✓ **Subaru Crosstrek**

⌃ OWNER SATISFACTION

COMPACT SUVs

✓ 🌿 **Toyota RAV4 Prime**

⌃ OWNER SATISFACTION

MINIVANS

✓ **Toyota Sienna**

⌃ OWNER SATISFACTION

⌄⌄ ⌄ ! ⌃ ⌃⌃
WORSE — BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

Kia Niro EV

Most and Least Satisfying Models in Their Class

These charts are designed to help you find the car most likely to satisfy you most. Even cars that don't rank high in overall satisfaction can excel in ways that matter to you, such as how comfortable they are or whether the infotainment system is easy to master. Similarly, some models with high satisfaction scores may have problems that will make you want to pass. We asked owners to rate their satisfaction when considering their vehicle's seat and cabin comfort, driving, cabin storage, in-cabin experience and usability, and ownership cost. Use their feedback and corresponding scores to identify models that fit your needs.

HOW WE RATE SATISFACTION: Results are from the 2023 Annual Auto Surveys, involving more than 330,000 vehicles. Data from the 2021 to 2023 model years (plus a few 2024 models) were averaged, provided a vehicle wasn't significantly changed over that time. Some ratings might be based on a single model year. The owner satisfaction score is based on the percentage of owners who responded "definitely yes" to the question of whether they would buy the same vehicle if they had to do it all over again (considering price, performance, reliability, comfort, enjoyment, etc.). Ratings and scores for the factors were determined based on the percentage of owners who said they were very satisfied.

COMFORT

While owners of the most satisfying models commended their vehicle's comfort, Nissan Murano owners were effusive, praising its comfortable seats and quiet cabin. Mazda Miata owners repeatedly noted how hard it was to get in and out of, while Jeep Wrangler owners bemoaned a lack of ride comfort.

MOST SATISFYING

↑ SPORTS/SPORTY CARS
⏫ **Audi A5**

MIDSIZED 2-ROW SUVs
⏫ **Nissan Murano**

ELECTRIC VEHICLES
⏫ **Kia Niro EV**

COMPACT CARS
▲ **Toyota Prius**

LEAST SATISFYING

SPORTS/SPORTY CARS
⏬ **Mazda MX-5 Miata**

MIDSIZED 2-ROW SUVs
⏬ **Jeep Wrangler**

ELECTRIC VEHICLES
▼ **Nissan Leaf**

COMPACT CARS
⏬ **Toyota Corolla Hatchback**

PHOTOS: MANUFACTURERS

DRIVING

Chevrolet Suburban and GMC Yukon XL owners liked the handling of their big SUVs, while Mazda CX-30 owners enjoyed the small SUV's "ride and performance" and fun-to-drive nature. Volkswagen Taos owners were bothered by how it surged when starting from a stop, while the Jeep Compass was faulted for its "weak acceleration."

MOST SATISFYING

↑ COMPACT CARS

▲▲ **Toyota Prius**

SUBCOMPACT SUVs

▲▲ **Mazda CX-30**

COMPACT SUVs

▲▲ **Toyota RAV4 Prime**

MIDSIZED 3-ROW/LARGE SUVs

▲▲ **Chevrolet Suburban/ GMC Yukon XL**

LEAST SATISFYING

COMPACT SUVs

▼▼ **Jeep Compass**

SUBCOMPACT SUVs

▼ **Volkswagen Taos**

COMPACT CARS

▼▼ **Nissan Kicks**

MIDSIZED 3-ROW/LARGE SUVs

▼ **Volkswagen Atlas**

CABIN STORAGE

Tesla owners found plenty of space for both passengers and cargo, while Mini owners liked how the Countryman had "lots of room for hauling stuff." Owners of the Audi Q7 weren't fans of its limited cabin storage, while one Nissan Leaf owner said this about cabin storage space: "Make it bigger."

MOST SATISFYING

↑ LUXURY COMPACT SUVs

▲▲ **Mini Cooper Countryman**

ELECTRIC CARS

▲ **Tesla Model S**

MIDSIZED 2-ROW SUVs

▲▲ **Honda Passport**

LUXURY MIDSIZED 3-ROW SUVs

▲▲ **Lincoln Aviator**

LEAST SATISFYING

MIDSIZED 2-ROW SUVs

▼▼ **Jeep Wrangler**

ELECTRIC SUVs

▼▼ **Subaru Solterra/ Toyota bZ4X**

ELECTRIC CARS

▼▼ **Nissan Leaf**

LUXURY MIDSIZED 3-ROW SUVs

▼▼ **Audi Q7**

USABILITY

Lincoln Corsair and Mercedes-Benz GLE owners praised their cars' available features and technology. But the Volvo, Lexus, Volkswagen, and Subaru controls were panned, with a Lexus owner asking for it to "be more user-friendly" and Volkswagen drivers wishing the "controls [were] less complicated."

MOST SATISFYING

↑ MIDSIZED/LARGE CARS

▲ **Honda Accord Hybrid**

LUXURY MIDSIZED SUVs

▲▲ **Mercedes-Benz GLE**

ELECTRIC SUVs

▲▲ **Genesis GV60**

LUXURY COMPACT SUVs

▲ **Lincoln Corsair**

LEAST SATISFYING

LUXURY COMPACT SUVs

▼▼ **Volvo XC60 Plug-In Hybrid**

LUXURY MIDSIZED SUVs

▼ **Lexus RX**

ELECTRIC SUVs

▼▼ **Volkswagen ID.4**

MIDSIZED/LARGE CARS

▼ **Subaru Legacy**

OWNERSHIP COST

Chevrolet Trailblazer, Toyota Highlander, Lexus NX, and Ford Maverick owners all praised their vehicles' fuel economy; one Maverick owner said, "Being able to get 40 mpg makes it ... perfect for my job." But owners of the Audi Q3 complained of reliability headaches and maintenance costs.

MOST SATISFYING

↑ SUBCOMPACT SUVs

▲ **Chevrolet Trailblazer**

MIDSIZED 3-ROW/LARGE SUVs

▲ **Toyota Highlander Hybrid**

LUXURY COMPACT SUVs

▲ **Lexus NX Plug-In Hybrid**

SMALL/MIDSIZED PICKUPS

▲▲ **Ford Maverick Hybrid**

LEAST SATISFYING

SUBCOMPACT SUVs

▼ **Honda HR-V**

MIDSIZED 3-ROW/LARGE SUVs

▼▼ **Chevrolet Suburban/ GMC Yukon XL**

LUXURY COMPACT SUVs

▼▼ **Audi Q3**

SMALL/MIDSIZED PICKUPS

▼▼ **Chevrolet Colorado/ GMC Canyon**

Top Tires for Less

From all-season to all-terrain, we tell you which tires are best for your ride.

PHOTO: GETTYIMAGES

IT'S HARD TO overstate how important tires are to safe driving. After all, the contact patch, which is what the part of the tire that touches the road is called, is about the size of an adult's hand. That's all that is connecting the car to the surface you are driving on.

That’s why so many consumers in colder climates take the time, make the effort, and spend the money to switch to winter/snow tires to ensure that their vehicles have the best grip possible.

With the inconvenience of swapping tires in mind, some manufacturers have introduced all-weather models designed to perform well in winter conditions and year-round. Some cost more than the average price of the all-season tires they typically replace, but buyers come out ahead by avoiding the cost and hassle of seasonal tire changes.

“The best all-weather tires provide year-round traction that truly combines all-season and winter/snow performance,” says Ryan Pszczolkowski, Consumer Reports’ tire program manager. “Despite the added cost, they typically represent a good value.”

These do-it-all tires offer unique tread designs and enhanced rubber compounds that increase traction in a broad range of temperatures.

They’re different from typical all-season tires mainly because they provide better traction in the snow, as denoted by the same mountain/snowflake symbol on the sidewall that appears on dedicated winter/snow tires.

Money-Saving Tips

Buying replacement tires can be an expensive, confusing experience. You could easily spend $800 or more by the time you add up the cost of four tires plus additional charges for mounting and balancing. And the numerous brands, various categories, and wide range of prices can lead some consumers to rely on a salesperson’s recommendation, which isn’t always the best way to get a great tire for a great price.

“There are many performance and price factors to consider when shopping for a replacement tire,” Pszczolkowski says.

The cost for the replacement tires depends heavily on what type of vehicle they’re for. A recent member survey CR conducted found that respondents paid an estimated price of $194 per tire. At $36, car dealerships charged the most for installation per tire, and at $16, Walmart charged the least.

- **Buy a full set.** In a past CR survey, more than three-quarters of our members said they bought a full set of tires rather than just one or two. Replacing all the tires at the same time ensures an even grip on all four corners of the car and may also entitle you to a manufacturer rebate. Discounts are often about $100 off per set, and they can be found by going to a tire company’s website.
- **Look for perks.** This is how many tire retailers distinguish themselves. About 80 percent of CR members reported that they received at least one perk when buying tires or having them installed. The most common ones reported were tire balancing, tire rotation, and tire mounting at no charge. Tire rotation may be the best one because it needs to be done about every 5,000 to 7,500 miles and costs about $50 each time.
- **Haggling can work.** Among those who tried negotiating tire prices, 64 percent said they were successful at getting a deal, with a median savings of $100 per set of four tires.
- **Don’t wait.** Plan your tire purchase at least a month out, when the tread depth is still $\frac{4}{32}$ inch. This will give you time to find and buy the right tires for your needs and wait for a sale or rebate.

Road-Hazard Protection

A road-hazard warranty–protection that typically provides a prorated replacement for tires damaged before their traditional tread life has expired–is another fairly common perk. Forty-six percent of the CR members who had road-hazard/tire service warranties received them free from the tire makers.

“Road-hazard protection is often worth the peace of mind,” says Gordon Gingras, CR automotive engineer. “This is especially true on tires with short sidewalls that are prone to damage, and if you have a history of getting flat tires.”

FOUR KEY TIRE TYPES

1. ALL-SEASON

The most common type for cars and SUVs.
PROS Good all-around performance, low cost, long tread life.
CONS They may lack the traction of more specialized tire types.

2. UHP ALL-SEASON

For year-round use on sporty cars and SUVs.
PROS Excellent braking and handling.
CONS Pricey, limited treadwear, compromised winter grip.

3. WINTER/SNOW

These provide optimum grip in winter weather.
PROS Great braking and traction on ice and snow.
CONS Need to change seasonally, rapid wear, relatively long wet and dry braking distances.

4. ALL-TERRAIN

Built for on- and off-pavement adventures.
PROS Designed for clawing through dirt, rocks, and snow.
CONS Can be noisy, long braking distances.

How to Read the Writing on the (Side) Walls

All tires have sidewall markings that tell you things like what size they are and how much weight they can carry. But these are just some of the information that is on the tire sidewall. Here's what all the markings mean.

> Size: On the example tire, 225 is the cross-section width in millimeters, 40 is the ratio of sidewall height to its width (40 percent), R indicates radial-ply construction, and 18 is the wheel diameter measured in inches.

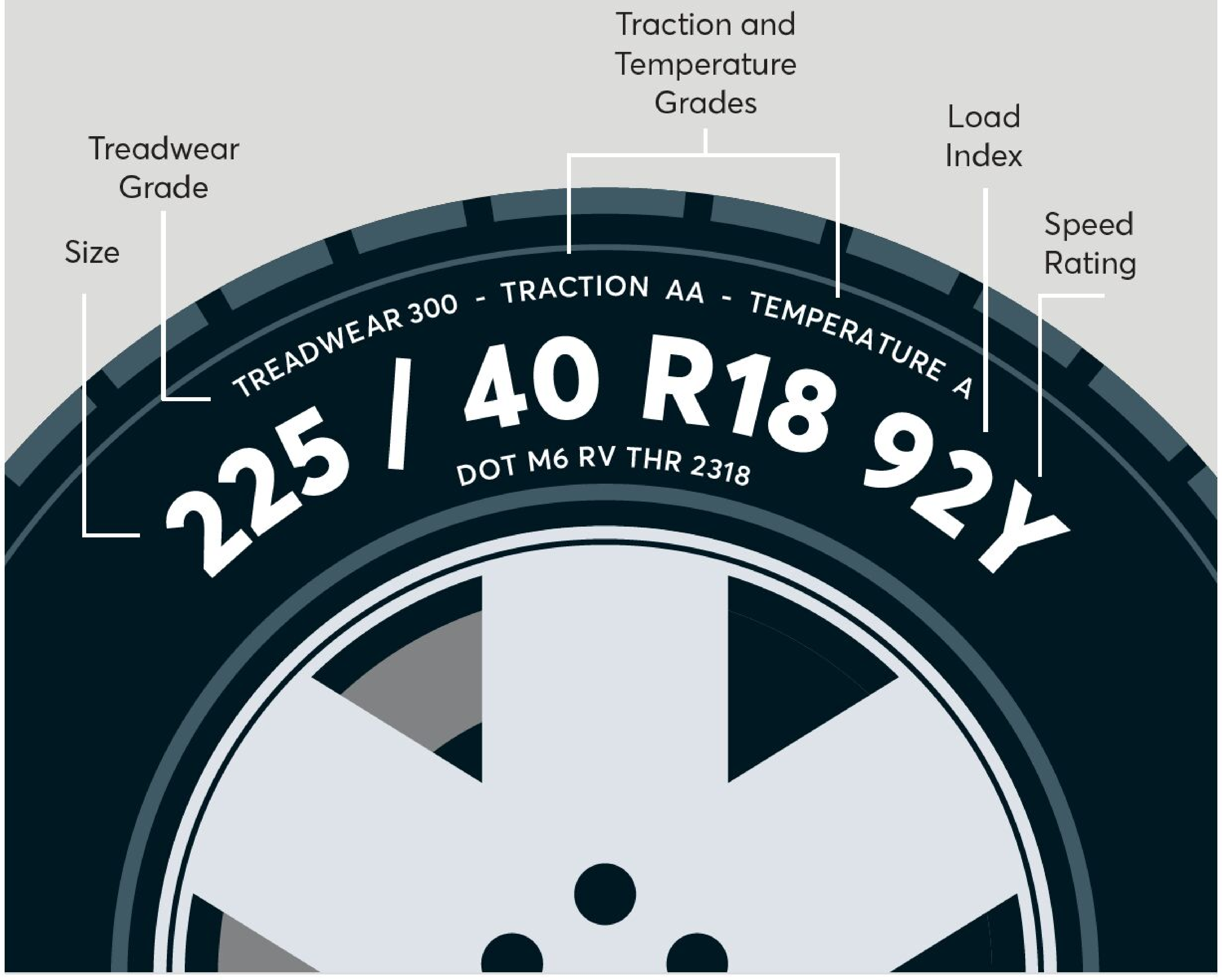
> Load index: This references the weight each tire can carry safely. A 92 load index translates to 1,389 pounds per tire, typical for this type of tire. When replacing your tires, be sure to match or increase the original load index rating.

> Speed rating: A letter denotes the tire's maximum sustainable speed. For S-speed-rated tires, it's 112 mph; for T, 118 mph. Speed ratings for other tires include Q, 99 mph; H, 130 mph; V, 149 mph; W, 168 mph; and Y, 186 mph. These speeds may seem wildly impractical to most drivers, but the point is that tires with higher speed ratings tend to provide better handling and grip under normal driving conditions as well.

> Treadwear grade: This number is an index to compare treadwear among tires. A grade of 300 denotes a tire that will wear three times better than a tire graded 100. But there's no direct correlation between the grades and a specific mileage.

> Traction and temperature grades: They denote a tire's wet grip capability and temperature resistance. For traction, AA is best; C is worst. For temperature, grades range from A (best) to C.

> DOT code: On the tire below, the first two digits refer to the plant where the tire was made, and the last four numbers refer to the week and year. The numbers are used to identify the tire in the event of a recall.



WHO MAKES THE BEST TIRES?

To steer you in the right direction when choosing replacement tires, we analyzed the tire test results of more than 130 models across 28 brands, and then we created a brand rating for the 17 brands from which we have tested four or more models. The final result is a ranking of the leading brands, based on their average Overall Score for the tested tires.

BRAND	SCORE
MICHELIN	72
CONTINENTAL	68
VREDESTEIN	67
GENERAL	67
BRIDGESTONE	65
HANKOOK	64
GOODYEAR	63
NOKIAN	61
YOKOHAMA	61
NEXEN	61
TOYO	61
PIRELLI	60
FALKEN	60
FIRESTONE	59
SUMITOMO	58
GT RADIAL	56
NITTO	53

ILLUSTRATION: RYAN VULK

Ratings ❯ **Top Tires** This is where the rubber meets the road, from all-season to ultra-high-performance tires.

⇊ ↓ ○ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
	ALL-SEASON TIRES												
✓	**Michelin** Defender T+H	67	$179	↑	○	↑	↑	↑	○	○	↑	○	85,000
✓	**General** Altimax RT43	66	$129	↑	○	↑	↑	↑	↑	○	↑	○	70,000
	Continental TrueContact Tour	63	$139	↑	○	↑	↑	↑	○	○	↑	↓	70,000
	Hankook Kinergy PT	63	$123	↑	↓	↑	↑	↑	○	○	↑	↑	85,000
	BFGoodrich Advantage Control All Season	62	$126	↑	↑	↑	⇈	↑	○	↑	↑	↓	55,000
	Firestone All Season	61	$104	↑	○	○	↑	↑	○	○	↑	⇈	65,000
	Toyo Extensa A/S II	58	$119	↑	○	○	↑	○	↓	○	↑	↑	65,000
	Firestone WeatherGrip [1]	58	$134	○	↓	○	↑	⇈	↑	○	○	○	55,000
	PERFORMANCE ALL-SEASON												
✓	**Michelin** CrossClimate2 [1]	74	$179	↑	↑	↑	⇈	⇈	○	↑	↑	↓	85,000
✓	**Continental** PureContact LS	67	$142	↑	↑	⇈	↑	↑	○	○	↑	○	75,000
✓	**Hankook** Kinergy 4s2 [1]	67	$129	↑	○	↑	↑	⇈	↑	○	↓	↑	55,000
✓	**General** Altimax 365 AW [1]	66	$115	○	○	↑	↑	⇈	⇈	○	⇈	↑	60,000
✓	**Vredestein** Quatrac Pro [1]	66	$138	↑	↑	↑	↑	↑	○	○	↑	○	65,000
	Nokian One	65	$123	↑	○	↑	↑	⇈	○	○	↑	○	65,000
	Goodyear Assurance WeatherReady [1]	65	$170	○	○	↑	↑	⇈	○	○	↑	○	70,000
	Nexen N5000 Platinum	63	$116	↑	○	○	↑	⇈	○	↑	↑	↑	55,000
	Pirelli Cinturato P7 All Season Plus II	63	$130	↑	○	↑	↑	↑	↓	○	⇈	↑	60,000
	Yokohama Avid Ascend LX	62	$144	↑	○	↑	↑	↑	↓	↑	↑	○	70,000
	Yokohama Avid Ascend GT	60	$144	↑	○	↑	↑	↑	↓	○	○	○	65,000
	Uniroyal Tiger Paw Touring A/S	59	$117	↑	○	○	↑	↑	○	↑	↑	⇊	55,000
	Nokian WRG4 [1]	57	$139	↑	↓	○	↑	⇈	○	↑	↑	○	50,000
	Firestone Firehawk AS	57	$113	↑	○	↑	↑	↓	↓	○	↑	↓	55,000
	Atlas Force HP	56	$62	↑	○	↑	↑	○	⇊	○	↑	○	65,000
	Sumitomo HTR Enhance LX2	56	$112	↑	○	○	↑	○	↓	○	↑	○	60,000
	Sailun Inspire	55	$95	↑	○	↑	↑	↓	↓	○	↑	○	50,000
	Falken Ziex ZE960 A/S	55	$117	↑	○	↑	↑	↓	↓	○	↑	○	50,000
	ULTRA-HIGH-PERFORMANCE ALL-SEASON TIRES												
✓	**Michelin** Pilot Sport All Season 4	73	$189	⇈	↑	↑	⇈	↑	○	↓	⇈	⇊	60,000
✓	**BFGoodrich** G-force Comp-2 A/S plus	73	$159	⇈	↑	⇈	↑	↑	↑	↓	↑	↓	60,000
✓	**Vredestein** HyperTrac All Season	70	$146	↑	○	↑	⇈	↑	↑	○	↑	↓	60,000
✓	**Continental** ExtremeContact DWS 06 plus	70	$158	⇈	↑	↑	⇈	↑	↑	○	○	⇊	60,000
	Yokohama Advan Sport A/S +	67	$131	⇈	○	○	↑	○	↑	○	↑	↓	65,000

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[1] All-weather tires, which provide increased snow traction compared with all-season tires.

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
	ULTRA-HIGH-PERFORMANCE ALL-SEASON TIRES *Continued*												
	General G-MAX AS-05	65	$149	↑	●	↑	↑	●	↑	↓	↑	↓	55,000
	Goodyear Eagle Exhilarate	65	$183	↑	↑	↑	⇈	↑	●	↓	↑	⇊	40,000
	Kumho Ecsta PA51	63	$140	↑	●	↑	⇈	●	●	↓	↑	⇊	50,000
	Bridgestone Potenza RE980+	63	$170	↑	●	↑	⇈	↑	●	↓	↑	⇊	55,000
	Cooper Zeon RS3-G1	63	$144	↑	●	↑	⇈	●	●	↓	↑	↓	55,000
	Toyo Proxes Sport A/S	60	$159	↑	●	↑	⇈	●	●	↓	↑	↓	45,000
	Hankook Ventus S1 noble 2	59	$149	↑	●	●	⇈	●	●	●	●	↓	45,000
	Toyo Celsius Sport	58	$189	●	●	●	⇈	↑	↑	↓	●	↓	50,000
	Atlas Force UHP	57	$101	↑	●	↑	⇈	↓	●	↓	↑	↓	50,000
	Sumitomo HTR A/S P03	56	$159	↑	↓	●	⇈	↑	↑	↓	●	↓	50,000
	Armstrong Blu-Trac HP	55	$117	⇈	●	↑	⇈	⇊	↓	↓	↑	↓	35,000
	Riken Raptor ZR A/S	55	$104	↑	⇊	●	↑	●	↑	↓	●	●	65,000
	GT Radial Champiro UHP AS	55	$126	↑	↓	●	⇈	↓	●	↓	↑	●	45,000
	Nexen N'fera AU7	53	$135	↑	↓	↑	⇈	↓	↓	↓	⇈	●	45,000
	ALL-SEASON TRUCK TIRES												
✓	**Continental** TerrainContact H/T	67	$194	↑	●	↑	●	⇈	↑	●	⇈	●	70,000
✓	**General** Grabber HTS60	63	$201	↑	●	●	↑	↑	↑	●	↑	↑	55,000
✓	**Vredestein** Pinza HT	61	$181	↑	●	●	↑	↑	↑	↑	↑	●	55,000
✓	**Firestone** Destination LE3	59	$209	↑	●	●	↑	↑	●	↑	⇈	↑	60,000
	Hankook Dynapro HT	57	$195	↑	↓	●	↑	↑	↑	●	⇈	↑	65,000
	Falken Wildpeak H/T HT02	56	$219	↑	●	●	↑	●	●	↓	↑	●	45,000
	Nexen Roadian HTX2	56	$199	↑	↓	↑	↑	⇈	●	↓	●	↑	60,000
	Kumho Crugen HT51	56	$185	↑	↓	●	●	↑	●	●	↑	↑	60,000
	Goodyear Wrangler Steadfast HT	56	$213	↑	●	●	↑	●	↓	●	●	↓	55,000
	Maxxis Razr HT	56	$189	↑	↓	●	●	↑	↑	●	⇈	↑	60,000
	Nokian One HT	54	$199	↑	↓	●	↑	↓	●	●	↑	↑	50,000
	Yokohama Geolandar H/T G056	50	$186	↑	↓	●	●	↓	●	↓	↑	↑	65,000
	Nitto Dura Grappler	50	$189	↑	⇊	●	●	●	●	●	↑	●	65,000
	ALL-TERRAIN TRUCK TIRES												
✓	**Continental** TerrainContact A/T	64	$269	↑	●	●	↑	↑	●	●	⇈	●	65,000
✓	**Michelin** LTX A/T2	62	$277	●	↓	●	⇈	↑	●	●	↓	↑	80,000
✓	**Vredestein** Pinza AT	59	$179	↑	↓	●	↑	⇈	↑	●	●	↑	60,000
✓	**Goodyear** Wrangler All-Terrain Adventure	56	$232	↑	●	●	●	↑	↑	↓	●	●	50,000

⇊ ↓ ⏐ ↑ ⇈
WORSE — BETTER

✓ **CR RECOMMENDED**

ALL-TERRAIN TRUCK TIRES *Continued*

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
✓	**Bridgestone** Dueler A/T Revo 3	56	$249	↑	↓	⏐	↑	↑	↓	⏐	⏐	↑	50,000
	Nexen Roadian ATX	55	$208	↑	↓	⏐	⇈	↑	⏐	⏐	⏐	↑	55,000
	Hankook Dynapro AT2 Xtreme	55	$211	↑	↓	⏐	↑	↑	↑	↓	⏐	↑	70,000
	Firestone Destination A/T2	55	$232	↑	↓	⏐	↑	↑	⏐	↓	⏐	⇈	60,000
	Toyo Open Country A/T III	55	$248	↑	↓	⏐	↑	↑	⏐	↓	⏐	⏐	65,000
	Kumho Road Venture AT52	54	$189	↑	↓	⏐	↑	↑	↑	⇊	⏐	↑	60,000
	Nokian Outpost AT	54	$227	↑	↓	⏐	↑	↑	↑	↓	⏐	⏐	50,000
	Yokohama Geolandar A/T G015	54	$194	↑	↓	⏐	↑	↑	↑	⏐	↓	⏐	50,000
	Falken Wildpeak A/T3W	53	$209	↑	⏐	⏐	↓	⏐	↓	↓	↓	⏐	45,000
	Mickey Thompson Baja Boss A/T	51	$233	↑	↓	⏐	⇈	↑	⏐	⏐	↓	⏐	50,000
	Maxxis RAZR AT	49	$209	↑	↓	↓	⇈	↑	⏐	↓	↓	↑	45,000
	Pirelli Scorpion AT Plus	49	$194	↑	↓	⏐	↑	↑	⏐	↓	↓	↑	45,000

ALL-SEASON SUV TIRES

	Brand + Model	Overall Score	Price	Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
✓	**Michelin** CrossClimate2 [1]	78	$254	↑	↑	↑	↑	⇈	⇈	↑	↑	↑	95,000
✓	**Vredestein** HiTrac	72	$184	↑	↑	↑	↑	⇈	⇈	⏐	↑	↑	60,000
✓	**Pirelli** Scorpion AS Plus 3	70	$205	↑	⏐	↑	↑	⇈	↑	⏐	↑	⇈	85,000
✓	**Goodyear** Assurance ComfortDrive	66	$223	↑	↑	↑	↑	⏐	⏐	⏐	⇈	⏐	75,000
✓	**Continental** CrossContact LX25	66	$219	↑	↑	↑	↑	↑	↑	⏐	⇈	⏐	75,000
	Yokohama Geolandar CV G058	64	$200	↑	⏐	↑	↑	↑	↑	⏐	⏐	↑	70,000
	Nexen Roadian GTX	61	$155	↑	⏐	↑	↑	↑	↑	⏐	↑	↑	50,000
	Nokian One	61	$211	↑	⏐	⏐	↑	↑	⏐	⏐	⏐	↑	60,000
	Nitto NT421Q	60	$199	↑	⏐	⏐	↑	↑	⏐	⏐	↑	⏐	65,000
	Falken Ziex CT60 A/S	59	$196	↑	⏐	↑	↑	↑	⏐	⏐	↑	↑	60,000
	Bridgestone Alenza AS Ultra	59	$244	↑	⏐	⏐	↑	↑	⏐	⏐	↑	⏐	60,000
	GT Radial Maxtour LX	58	$197	↑	⏐	↑	↑	↓	⏐	↑	↑	↑	50,000
	Sumitomo Encounter HT2	57	$189	↑	⏐	⏐	⏐	↑	↑	⏐	↑	⏐	65,000
	Bridgestone WeatherPeak [1]	55	$233	⏐	↓	⏐	↑	⇈	↑	↑	⏐	↑	60,000
	Maxxis Bravo HPM3	54	$198	↑	↓	⏐	↑	↑	⏐	↓	↑	↑	55,000

HOW WE TEST: Overall Score is based on about a dozen tests, with braking, handling, and hydroplaning resistance more heavily weighted for many tires. **Braking** tests on ice are from 10 mph; on dry and wet pavement, from 60 to 0 mph. **Handling** combines how well a tire performed in the wet-handling test, steering feel, and an emergency handling maneuver. **Hydroplaning** denotes a tire's ability to resist skimming along the surface of standing water. **Snow traction** tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on moderately packed snow. **Ride** and **noise** are evaluated subjectively on rough and smooth roads. **Rolling resistance**, as measured by a dynamometer, is a factor in fuel economy. **Treadwear** is projected from a 16,000-mile vehicle test run on public roads in Texas for many tires. **Price** is what we paid for the tire in our test size at the time of test.

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[1] All-weather tires, which provide increased snow traction compared with all-season tires.

Coming Soon

These noteworthy models are coming to market soon. Each stands out for its promise, premise, and performance. But remember: Savvy shoppers should wait for CR test results and reliability predictions before buying, because first-year models often have teething problems.

1. Volkswagen **ID.Buzz**

Late 2024 • $55,000-$70,000*

A nostalgic tribute to the Microbus, the ID.Buzz EV is a decidedly 21st century van. It measures 8 to 9 inches shorter than traditional minivans, but the interior space benefits from not having an engine up front and it can accommodate up to seven people. The ID.Buzz uses either a single 282-hp motor to drive the rear wheels or a dual-motor, 330-hp configuration with all-wheel drive; both rely on a 91-kilowatt-hour battery. Options include a panoramic sunroof with varying opacity and a range of vibrant exterior colors.

2. Mazda **CX-70**

Spring 2024 • $40,445-$57,450

Think of the CX-70 as a five-passenger CX-90. It comes standard with a 280-hp, 3.3-liter turbo inline-six with a mild hybrid setup and AWD. This engine returned 24 mpg overall in our tested CX-90. There's also a plug-in hybrid version. Both are paired with an eight-speed automatic. It's reasonable to expect athletic handling, confident steering and brake pedal feel, and a firm ride. Judging by the CX-90, the front seats will be supportive and the second row should be comfortable and roomy.

3. Chevrolet **Equinox EV**

Mid-2024 • $41,900-$48,700

The Equinox EV continues GM's electric product offensive. This small SUV will launch with an all-wheel-drive version that has 290 hp with about 300 miles of range. In late 2024 the base front-drive version with 210 hp and about 320 miles of range arrives. Numerous trims pile on comfort and convenience features, such as a massive 17.7-inch infotainment screen. It is notable for its generous roster of standard active safety features and the availability of the hands-free Super Cruise active driving assistance technology.

4. Mini **Cooper**

Spring 2024 • $28,950-$32,200

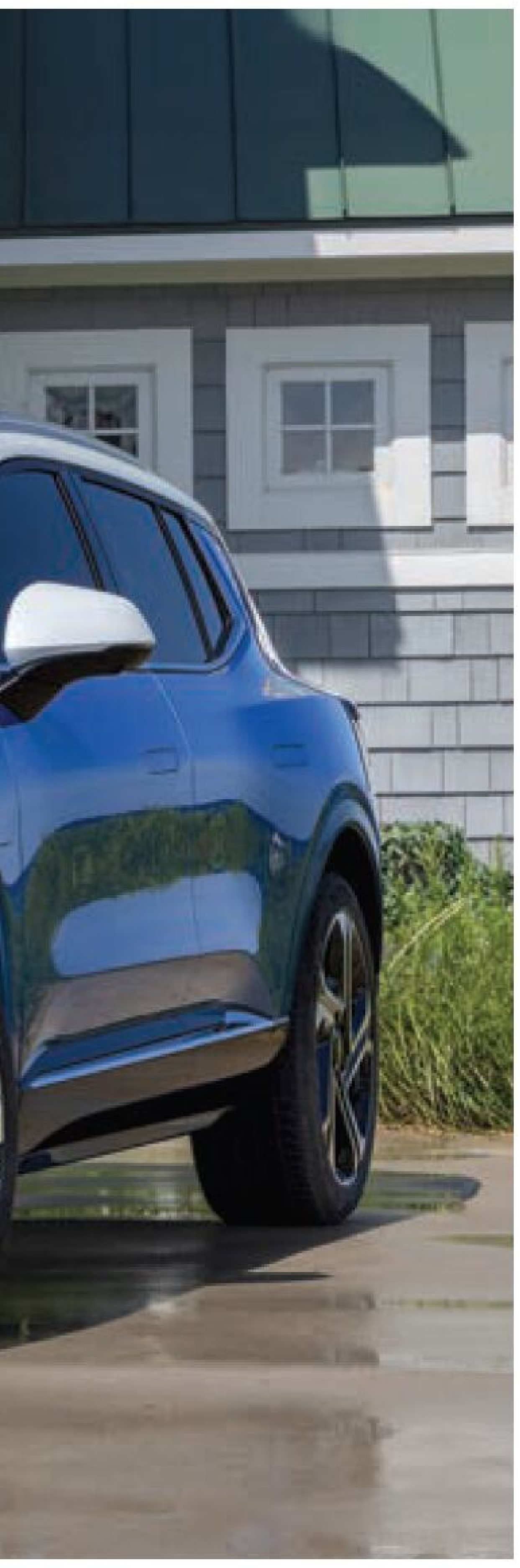
The redesigned Cooper's familiar styling houses a transformed interior. The cabin is more minimalist than before; there is no instrument panel, just a large, circular center screen. A head-up display is available, with augmented reality that can overlay navigation directions atop roads. The base Cooper produces about 156 hp from a 2.0-liter four-cylinder, and the sportier Cooper S creates 201 hp from a turbocharged version. Both engines are matched to a seven-speed dual-clutch automatic.

1

3

PHOTOS: MANUFACTURERS

2



4

*Estimated.

5. Volvo **EX90**

Mid-2024 • $76,695-$86,545

Volvo's new flagship is a seven-passenger, three-row, all-wheel-drive electric SUV called the EX90. It is equipped with cutting-edge safety technology, including a driver monitoring system that can pull the vehicle over and call for help if a driver becomes unresponsive, and a highly accurate lidar sensor to support its advanced driver assistance systems. A minimalist, leather-free interior makes use of recycled materials and hidden lighting. The EX90 is rated for up to 300 miles on a charge. It competes directly against the Rivian R1S and Tesla Model X, and other upcoming three-row electric SUVs on the market.

6. Toyota **Crown Signia**

Late 2024 • $42,000-$50,000*

This new five-seat SUV is sized between the discontinued-after-2024 Venza and a Highlander SUV. There is a single powertrain: a 243-hp, 2.5-liter hybrid four-cylinder matched to a continuously variable transmission, shared with the Highlander Hybrid. All-wheel drive is standard. Toyota projects that it will have a 36 mpg combined Environmental Protection Agency rating. The dash design mirrors the Crown's, with a digital instrument panel and 12.3-inch infotainment screen. There's more passenger and cargo space than in the sedan, making it a smart choice for buyers who prize fuel economy and versatility.

7. Volkswagen **ID.7**

Fall 2024 • 45,000-$55,000*

The Volkswagen ID.7 electric vehicle is sized like the retired Passat sedan, but it has a liftgate that reveals a giant cargo area. VW's latest EV has a few tricks up its sleeves, such as a large 15-inch center screen, adjustable-tint glass roof, adaptive suspension, and available massaging seats. The ID.7 uses a new electric drivetrain that has a 282-hp electric motor paired with one-speed transmission driving the rear wheels. A lithium-ion battery is packaged in the floor with a 77-kilowatt-hour capacity and 170-kW DC fast-charging capability. Versions with a larger battery and all-wheel drive may be offered later.

PHOTOS: MANUFACTURERS

5

6

7

*Estimated.

ON THE ROAD

WHAT WE'RE TESTING AT OUR TRACK, POPULAR CARS TO AVOID & WHAT TO GET INSTEAD, TOP-RATED SMALL SUVs

What We're Testing at Our Track

We drive the three-row Hyundai Santa Fe and also put four purchased test cars through their paces.

Lexus
TX

The Grand Highlander-based SUV delivers modern luxury for the family

What We Bought

MODEL 350/500h F Sport

PRICE $64,575/$72,815

ENGINE 275-hp, 2.4-liter turbo 4-cyl./366-hp, 2.4-liter turbo 4-cyl. + hybrid

TRANSMISSION 8-speed auto/6-speed auto

DRIVE WHEELS All

LEXUS EXPANDED ITS SUV line with the three-row TX, which shares its dimensions and many mechanical bits with the Toyota Grand Highlander. Larger than the RX but without the off-road ability of the GX or LX, the TX adds many signature Lexus elements, from the turbo and hybrid powertrains to the large infotainment screen with integrated temperature adjustment.

We bought a 500h F Sport with a hybrid powertrain and a 350 Premium, both with all-wheel drive.

Here we take a first look at the TX, just prior to starting our formal testing and evaluation process.

What We Like

The hybrid powertrain is different from traditional Toyota and Lexus systems, and it delivers tons of power. There's enough electric shove off the line to avoid any delays or lurches, and the gas engine comes on almost immediately. The transmission has very smooth shifts.

The 500h's steering effort is neither too light nor too heavy, and there is a hint of feedback as it is pushed through corners. Body roll is nicely controlled, and the SUV turns in promptly. Of the two versions, the F Sport is—not surprisingly—more agile and entertaining. The ride is comfortable in both versions, although the 500h's is tauter.

There's tons of space up front, with headroom especially generous.

Symmetrical armrests with decent padding and a well-placed left footrest further aid comfort. The wide center console's padded sides can hem in the driver's right knee.

The third row has good headroom for average-sized adults, although the bottom cushion is low to the floor. There's space to squeeze one's feet underneath the second-row seats, and the outer armrests are nicely padded.

Even with the third row in use, there is useful space in the rear for groceries or luggage. Folding just that row creates a cavernous cargo area.

For the most part the TX is quiet, but it lets in some wind noise on the highway and tire noise on secondary roads.

What We Don't Like

As on other new Lexus models, the stubby gear selector doesn't clearly show the physical path the driver has to navigate it through, and the process to shift into Drive or Reverse is not immediately clear.

The knobs for the temperature controls have a mushy feel and don't always respond when you turn them. Attempts to make a 1-degree adjustment often result in a no-degree adjustment.

Some drivers noted that they have Bluetooth connection issues with the infotainment system, something we have seen in numerous new Lexus and Toyota vehicles. Often the phone won't pair, so the user has to disconnect and reconnect to get the audio to play off their phone. This usually happens after getting out of the TX and back in within a short period of time.

We can't fathom why Lexus is so stingy about giving the TX four-way adjustable lumbar support—the F Sport costs $72,000 after all.

Finally, the electronic door latches remain annoying to use, because the door will often only partly unlatch when opening.

CR's Take

The TX is a smart vehicle choice for buyers who don't need off-road capability but want space. While it's quieter and more refined than the Grand Highlander, the TX lacks the expected luxury look and feel for a $65,000-plus model.

PHOTOS: JOHN POWERS/CONSUMER REPORTS; LEXUS

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **FCW** forward collision warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

Chevrolet
COLORADO

Its ride and handling shine, but this truck has some compromises

What We Bought

MODEL LT Crew Cab

PRICE $41,070

ENGINE 310-hp, 2.7-liter turbocharged four-cylinder

TRANSMISSION 8-speed automatic

DRIVE WHEELS Four

CHEVROLET'S REDESIGN OF its midsized Colorado pickup truck focused on adding modern conveniences, expanding off-road capability, and reducing powertrain variations.

There's a single body style with this generation: a four-door crew cab with a short bed. And the only engine offered is a turbocharged four-cylinder that can be had with different horsepower and torque ratings.

We bought an LT Crew Cab 4WD with the 310-hp engine to test, which is likely to be the most popular configuration.

What We Like

We like that all versions of the 2.7-liter engine use regular gas. Our 310-hp version works fine, but for 2024 it's been replaced by one that makes the same power but 430 lb.-ft. of torque, a 40 lb.-ft. gain.

Even with its basic leaf-spring rear suspension, the ride quality is a high point. Bump absorption, while firm, doesn't come with much shake or jitter. Body control is good as well. It can get a little bouncy at times, but it compares quite well with other trucks. We'll see how adding a payload impacts the ride.

The Colorado's handling is quite good for a truck. Body roll is limited, steering has a bit of heft to it, and the suspension keeps the truck tracking predictably through turns, even on roads with rough surfaces.

The outward views are decent, though there are some restrictions from the tall hood, the chunky windshield pillars, and the rear headrests. But the front side glass is tall, affording a good view to the sides, and the camera views are quite helpful when parking.

These are basic truck seats: wide with mild bolstering. The material is a bit rough and scratchy, and the seatback is firm. Most drivers found that they were fine for local driving, noting they were generally supportive.

We like that FCW and AEB with pedestrian detection are standard. It would be better if both BSW and RCTW were also standard, but at least they're available on every trim.

What We Don't Like

The Colorado places the wiper controls on a stalk on the left of the steering column, rather than the right, as is common on non-GM vehicles. We found that it was easy to mistakenly activate the mist-clearing or spray functions when using the turn signal. Plus, the lack of grip on the front of the twist dial on the stalk makes it tricky to choose the desired wiper speed.

As we've seen with a few other GM vehicles, there is a gap setting even though the truck doesn't have adaptive cruise control—this is for setting how early or late the driver wants the forward collision warning to alert them.

Back-seat space is tight, with limited legroom and headroom. The seat is flat and rather upright, and rather challenging to climb into because it's elevated slightly over the fronts. Ultimately, legroom depends on how far back the front-seat occupants sit.

While the cabin has the usual storage places—door pockets, glove box, center console, and under the rear seat—they're a bit small, which limits where you can stow travel sundries.

CR's Take

This redesigned Colorado is better in many ways. Power, ride, and handling are all now competitive. The most welcomed change is the improved driving position, while details like the upgraded interior, larger infotainment system screen, and available tailgate storage make the truck more appealing.

PHOTOS: JOHN POWERS/CONSUMER REPORTS; CHEVROLET

Kia

EV9

Generous room and a long range take the three-row EV mainstream

What We Bought

MODEL Wind

PRICE $65,620

MOTOR 379-hp, dual electric motors, 99.8-kWh battery

TRANSMISSION 1-speed direct drive

DRIVE WHEELS All

WHILE IT'S NOT the first three-row EV SUV, the Kia EV9 is by far the most mainstream offering to date, and is also more affordable than models from Rivian or Tesla. Still, its $54,900 base price isn't inexpensive at all.

Sized like the Kia Telluride, the EV9 is offered with two different battery and drive configurations. Of the five trims, two offer seating for seven, including our midlevel Wind trim, and the others offer seating for six. Our Wind has dual motors and all-wheel drive, and is rated for 280 miles of driving range by the EPA.

What We Like

The EV9 generates plenty of force off the line but won't pin you to your seat. There's plenty of power on tap for passing.

Thanks to the long wheelbase, the second row is roomy. Even our model with the bench seat has generous legroom and foot room. Some of this also comes from the lack of a central tunnel for a driveshaft, which gives the EV9 a flat floor.

The big, square doors open wide, making it easy to climb in. We like the slick, one-button system to pitch and slide the second-row seats forward to create a wide pathway to the third-row seats.

The mesh front-seat head restraints are both supportive and comfortable. One tester noted how well they accommodate her hair when it's in a ponytail.

The view out is clear, thanks to large windows and mostly thin roof pillars. In particular, the windshield pillars are thin and relatively vertical, rather than angled severely toward the driver's head. This provides a bigger windshield and more viewing area.

What We Don't Like

We're finding that the EV9's steering is vague and gives little feedback to the driver as to what's going on with the front tires. It is responsive enough, but the SUV doesn't feel very agile. Given the large battery mounted very low in the chassis, we expected a bit more of an enjoyable driving experience. Instead, the EV9 feels reluctant as the pace picks up and the road gets twistier.

Despite the roomy interior, there isn't much space for stuff. Aside from the decently sized glove box, the only other covered interior storage is a tiny little space under the center armrest that can hold a wallet and maybe a few phone-charging cables.

While there are hard controls for the temperature, fan speed, and mode, the rest of the climate controls are on the center screen, hidden by the upper-right part of the steering wheel rim and the driver's hand when it's at the 2 or 3 o'clock position.

The interior isn't particularly impressive for a $65,000 SUV. While the materials and various panels seem well constructed, they feel quite ordinary. The seats are more vinyl-like than high-quality synthetic leather.

Kia's backlit, haptic-response buttons on the dash are shortcuts to help the driver jump from one function to another. But they sit where you would rest your wrist when using the touchscreen and can be inadvertently activated.

CR's Take

In some ways the EV9 has set a high bar, such as its roomy and comfortable interior, long EPA-estimated driving range, good outward visibility, and mostly decent ride quality. But we're less impressed with its somewhat ponderous handling, form-over-function controls, and an interior that feels down-market for its price.

PHOTOS: JOHN POWERS/CONSUMER REPORTS; KIA

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **FCW** forward collision warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

Cadillac
LYRIQ

New EV reveals styling, technology, and a platform for future Cadillacs

What We Bought

MODEL Luxury

PRICE $73,945

ENGINE 500-hp, dual electric motors, 103-kWh battery

TRANSMISSION 1-speed direct drive

DRIVE WHEELS All

THE LYRIQ IS Cadillac's first fully electric vehicle. It showcases next-generation styling for the brand, and introduces a new modular electric platform, called Ultium, that is shared with the Chevrolet Blazer and Equinox EVs.

Roughly the length and width of the XT6 SUV, the Lyriq has a much sleeker profile. It comes with either rear- or all-wheel drive, producing 340 hp and 500 hp, respectively. The EPA estimates that the RWD version has 314 miles of driving range, while AWD versions like ours have a 307-mile range.

What We Like

The Lyriq has plenty of get-up-and-go. But we appreciate that its forward thrust comes in a smooth and linear fashion. Instead of abruptly launching off the line if you step hard on the accelerator pedal, it delivers more of a gentle take-off, followed by progressively heartier power if you keep your right foot into it.

These brakes have the best feel of any EV we've yet driven. Even in stop-and-go traffic or inching into a parking space, we found it easy to modulate, without any sponginess or weird behavior. About the only time it exhibited some unexpected stopping force or grabbiness was when we put the vehicle into Sport mode.

Owners who get the Lyriq's optional 19.2-kW onboard charger, as we did with our tested vehicle, will find home-charging quicker if they have a 100-amp circuit. Currently that won't help most buyers, but it's a way of "future proofing" the vehicle. The Lyriq's 190-kW maximum acceptance rate at public DC fast-charging locations is also competitive.

The steering has an appropriate heft, and body roll through corners is very nicely controlled during normal to slightly pushing-it driving. We also noticed that the suspension does a good job absorbing and controlling mid-corner bumps.

Front-seat occupants will find the cabin roomy and comfortable. Similarly, the rear seat is spacious, with plenty of headroom and foot room.

What We Don't Like

The Lyriq is not a standout in the noise department; you do hear some tire noise on occasion, and there's more wind rustling on the highway than with the most hushed of EVs.

While the front seats are comfortable, they have weak side bolsters, especially the bottom cushion. Drivers found that even adjusting the bottom cushion up to dial in more leg support didn't help. Furthermore, the lumbar-adjustment range is limited.

Several passengers noted that the child car-seat anchors in the Lyriq's rear seat dig into their lower backs. Plus, there's a pronounced hump at the seat base that presses into you.

We dislike the location of the emergency flashers button: It's high above on an overhead console, and is hard to spot and press quickly.

A number of the controls are awkward. The infotainment system's rotary controller on the center console is unintuitive to use and difficult to press, forcing people to use the touchscreen instead. We've also been finding the controls on the door for lumbar adjustment and seat massage to be confusing.

CR's Take

After our initial few weeks with the Lyriq, we think it has far more high points than low ones. It's quick and has nimble handling. Plus, the cabin is stylish in an understated way. Unfortunately, the controls could be easier to use.

PHOTOS: JOHN POWERS/CONSUMER REPORTS; CADILLAC

Hyundai

SANTA FE

Polished and refined, the redesign bridges the small and midsized classes

What We Rented

MODEL Calligraphy AWD

PRICE $50,195

ENGINE 277-hp, 2.5-liter turbocharged four-cylinder

TRANSMISSION 8-speed dual-clutch automatic

DRIVE WHEELS All

THE REDESIGNED SANTA FE continues to fit neatly between small and midsized SUVs. Like the related Kia Sorento, it comes with a third-row seat, making it a compelling option for families.

Two powertrains are offered: a 2.5-liter turbo four-cylinder that uses an 8-speed dual-clutch automatic and a 1.6-liter turbo four-cylinder hybrid that uses a six-speed automatic.

To gain an early experience with the SUV, we rented a fully loaded Calligraphy with the 2.5-liter engine from Hyundai. We will be purchasing hybrid and non-hybrid models to test.

What We Like

This is one of the easiest vehicles ever to get in or out of. The floor is lower than on some small SUVs and all midsized SUVs.

The chair-like seating position is comfortable, with tons of headroom and good space for knees. The well-positioned left footrest is wide.

The front seats in the Calligraphy feel like they're borrowed from Genesis. They are certainly a step up from rival models. The leather seems like good quality, with a nice feel and durable impression.

Theater-style seating raises the second row up slightly compared with the front row. The downsides are seen in increased access difficulty and reduced headroom. There is plenty of legroom and knee room. The space is very open under the front seats, making it easy to tuck your feet there.

The boxy cargo area maximizes usable space. This is counter to recent styling trends that see sloped rear ends becoming the norm, making the Santa Fe's practical design refreshing. With the third row folded, there's a generous cargo area for a family of five to carry luggage for a week-long trip.

The 2.5-liter turbo engine provided good acceleration and refinement around town, with ample verve when called upon. Acceleration from a standstill is prompt, but there is a minor delay during rolling stops as the transmission finds the proper gear.

Handling is good all around and a virtue for the SUV. It is confident and capable, with a natural effort to the steering and some welcomed feedback when cornering. The ride is comfortable but less so with the wide, low-profile tires that come on the Calligraphy.

What We Don't Like

As in other recent Hyundais, the gear selector stalk on the right of the steering wheel is tricky to use at first. And depending on how you sit, it can be blocked by the wheel.

It seems backward that the second row lacks climate controls but the third row has them. The second row will be used far more often, and it's likely that kids—who will play with the HVAC more often—will be in the third-row seat. It would be better if the driver were in charge of those settings.

Most occupants of the third row will find legroom to be restrictive, and their knees would be bent tight and pointing up, hinged well above the hips. And accessing the rather flat seat requires a lithe, athletic figure. The seat is best for short carpools, especially because there isn't much room behind the raised seat for backpacks and sports gear.

CR's Take

The Santa Fe is an option for shoppers who crave more room than a small SUV without buying a three-row midsized model. We admittedly sampled the premium version, but pare away the fancy trim and big wheels, and you still have a roomy SUV with a poised powertrain and respectable road manners.

PHOTOS: HYUNDAI

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **FCW** forward collision warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

Skip These Best-Selling Cars

Just because a vehicle is popular doesn't mean it's a top performer. Here's what to buy instead.

With the average purchase price of a new car hovering around $47,000, according to Kelley Blue Book, choosing which vehicle to buy has become a high-stakes financial decision. It's an emotional one, too. Buyers must weigh how much car they get for the money and how well factors like cargo room work for them, along with more subjective considerations such as how the car looks, the image it projects, and the brand's reputation. The models that allow buyers to check those key boxes attract them in droves.

"Consumers tell us they prioritize factors such as reliability and safety when shopping for a car, but when it comes time to buy, very often a car's styling or its image tips the decision," says Jake Fisher, senior director of auto testing at Consumer Reports.

That's why it's important to approach each new-car shopping experience with an open mind and use CR's ratings to find the best-performing vehicles in the class and price range you're considering. Our testing shows that some new, though less-popular, models outperform others that you see on the road everywhere you go.

The Toyota RAV4 is a perfect example of this. The long-running model introduced the concept of the small SUV to the world. But the performance of the latest version can't match that of the Honda CR-V.

On paper, the two models seem similar. Even a brief test drive might not reveal much of a difference. But when we measured performance on our track and reviewed detailed reliability data from thousands of owners, the differences between the two SUVs were significant—as you can see reflected in their scores.

At CR, we rate and rank cars based on testing and what our members tell us in surveys. The cars that excel in all of the areas we examine earn the highest Overall Score.

To guide you to better choices, we've selected some of the top-selling models and provide alternatives that have a higher Overall Score.

PHOTOS: MANUFACTURERS

✓ Honda CR-V

$29,500 - $40,200

The CR-V continues to adhere to its proven formula of practicality and functionality. The 1.5-liter turbo four-cylinder engine delivers smooth and quiet propulsion, and returns 26 mpg overall. The ride is firm but absorbs bumps well, and handling is responsive and secure. The controls and infotainment system are easy to use, and the Honda's boxy shape provides ample cargo room.

85 OVERALL SCORE	88 ROAD TEST
⌃ RELIABILITY	⌃ OWNER SATISFACTION

The RAV4 Is Popular …

✓ Toyota RAV4

$28,675 - $40,030

The RAV4 is one of the most popular models on the market. In the red-hot small SUV segment, it draws buyers by being reliable and fuel-efficient. But its low, wide appearance has compromised interior space. Plus, it has a bland cabin, droning engine noise, and ride comfort that trails the competition. In addition, it scores below-average owner satisfaction in our Annual Auto Surveys.

75 OVERALL SCORE	73 ROAD TEST
⌃ RELIABILITY	⌄ OWNER SATISFACTION

… But the CR-V Is a Better Choice!

BETTER CHOICE

⌄⌄ ⌄ ! ⌃ ⌃⌃
WORSE — BETTER

✓ CR RECOMMENDED

MIDSIZED 3-ROW SUVs

The Grand Cherokee L Is Popular ...

Jeep Grand Cherokee L

$42,035 - $73,040

The Grand Cherokee L, the first three-row version of Jeep's long-running midsized SUV, arrived in 2021 to give the brand even wider appeal. While it performed acceptably in our road tests and offers generous interior room and towing capacity, the Jeep is hurt by its paltry 19 mpg overall fuel economy, slow acceleration, long stopping distances, and noisy V6 engine—all on top of a premium price. Plus, its below-average reliability puts it among the least reliable vehicles in its class.

51 OVERALL SCORE | **71** ROAD TEST

▼ RELIABILITY | ▼ OWNER SATISFACTION

... But the Highlander Hybrid Is a Better Choice!

BETTER CHOICE

✓ Toyota Highlander Hybrid

$40,970 - $53,375

Toyota's stalwart midsized three-row SUV is available with a turbo four-cylinder engine and four-cylinder hybrid powertrains. The Highlander Hybrid tops our three-row midsized SUV ratings, thanks to its stellar 35 mpg overall fuel economy, comfortable ride, and spacious, comfortable second-row seats. Plus, it comes in nearly $8,000 less than our tested Grand Cherokee L cost. Buyers who want more room should look at the Grand Highlander, which is longer and has a more spacious third-row seat.

85 OVERALL SCORE | **86** ROAD TEST

▲ RELIABILITY | ▲ OWNER SATISFACTION

PHOTOS: MANUFACTURERS

The Pacifica PHEV Is Popular ...

Chrysler Pacifica Plug-in Hybrid

$53,230 - $61,960

Chrysler popularized the minivan in the 1980s. Today, the Pacifica Hybrid offers many family-friendly innovations along with a quiet interior, easy cabin access, a straightforward infotainment system, 32 miles of electric driving range, and good fuel economy in hybrid mode. But its well-below-average predicted reliability score is the lowest in our survey, and it has a below-average owner satisfaction score. While we would avoid the Pacifica Hybrid, the regular version is recommended.

53 OVERALL SCORE

86 ROAD TEST

⇊ RELIABILITY

↓ OWNER SATISFACTION

... But the Carnival Is a Better Choice!

✓ Kia Carnival

$33,600 - $46,700

The Carnival is roomy, comfortable, and refined. In its third model year, it feels much more contemporary than the current Pacifica, which debuted in 2017. The V6 delivers plenty of power, backed by a smooth-shifting transmission. The ride is well controlled, handling is secure, and the attractive cabin is inviting. The icing on the cake? Strong ratings for reliability from our member surveys.

BETTER CHOICE

83 OVERALL SCORE

85 ROAD TEST

↑ RELIABILITY

I OWNER SATISFACTION

PHOTOS: MANUFACTURERS

⇊ ↓ I ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

ELECTRIC VEHICLES

The ID.4 Is Popular ...

Volkswagen ID.4

$38,995 - $55,495

The ID.4 kicked off a wave of electric vehicles from Volkswagen destined to share a platform and major components. It's quick, quiet, and roomy. But its touchscreen infotainment system responds slowly and many common tasks require multiple steps. Plus, range is a modest 209 miles for the base rear-drive version and 255 miles for the all-wheel-drive version. The biggest concern, though, is that reliability has been below average, as is owner satisfaction.

56 OVERALL SCORE	**75** ROAD TEST
▼ RELIABILITY	▼ OWNER SATISFACTION

... But the EV6 Is a Better Choice!

BETTER CHOICE

✓ KIA EV6

$42,600 - $61,600

The EV6 is one of the best electric vehicles we've tested. It outperforms the ID.4 in almost every way, including acceleration, braking, handling, range, and efficiency. The sleek-looking EV6 is a treat to drive. Its cabin is roomy and uncluttered. Its electric hardware allows for rapid charging at home and on the road. The standard range is 232 miles, with the long-range version going up to 310 miles. It has average reliability, and its owner satisfaction score is above average.

77 OVERALL SCORE	**86** ROAD TEST
! RELIABILITY	▲ OWNER SATISFACTION

PHOTOS: MANUFACTURERS

The Tundra Is Popular ...

Toyota Tundra

$39,965 - $78,845

While not on the same level of sales as the trucks from Ford and GM, the Tundra's popularity over the years comes from being a reliable option in the segment. But that hasn't been the case since the redesigned 2022 model arrived. The latest version of the Tundra has been plagued by below-average reliability. Its stiff and jittery ride, along with clumsy handling, make it unpleasant to drive, although the cabin is very roomy and the controls are clear and straightforward to use.

54 OVERALL SCORE	71 ROAD TEST
⌄ RELIABILITY	I OWNER SATISFACTION

... But the Ram 1500 Is a Better Choice!

✓ RAM 1500

$39,420 - $96,340

Marketing for full-sized trucks tends to boast big numbers for payload and towing. But what matters for most drivers is balancing capability with livability. This is something the Ram 1500 does quite well with its nicely finished cabin, easy controls, and extraordinary ride, thanks to its SUV-like coil-spring rear suspension. The Ram can even satisfy commercial users with its comfort and brawn. While it has average reliability, CR members give it above-average scores in our owner satisfaction survey.

BETTER CHOICE

71 OVERALL SCORE	83 ROAD TEST
I RELIABILITY	⌄ OWNER SATISFACTION

PHOTOS: MANUFACTURERS

Top-Rated Small SUVs Under $30,000

These five subcompact models are reliable and fuel-efficient, and come with the latest active safety systems.

✓ Subaru
CROSSTREK

VITAL STATS

87	82	$29,685
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE		**DRIVETRAIN**
Premium	29 MPG	152-hp, 2.0-liter 4-cylinder; continuously variable transmission; all-wheel drive

REASONS TO BUY

- Strong fuel economy
- Airy visibility all-around
- Short stopping distances
- Standard all-wheel drive
- Comfortable ride

REASONS TO SKIP

- Base engine feels underpowered and sounds strained
- Have to pay extra for BSW and RCTW

THE CROSSTREK DELIVERS an excellent ride, very good fuel economy, and standard all-wheel drive in a practical and reasonably priced package.

While the standard engine takes off abruptly from a stop, this initial burst is the quickest the Crosstrek ever feels. It took a pokey 10.1 seconds to go from 0 to 60 mph and becomes unpleasantly boomy when pushed. But its 29 mpg overall is commendable and the best among non-hybrid AWD SUVs. The optional 182-hp 2.5-liter engine is more powerful and quieter.

The continuously variable transmission helps the Crosstrek's efficiency, but it amplifies the raucous engine noise during any strong acceleration.

The Crosstrek handles well during regular driving, aided by quick steering and minimal body roll through corners—but we wouldn't call it sporty.

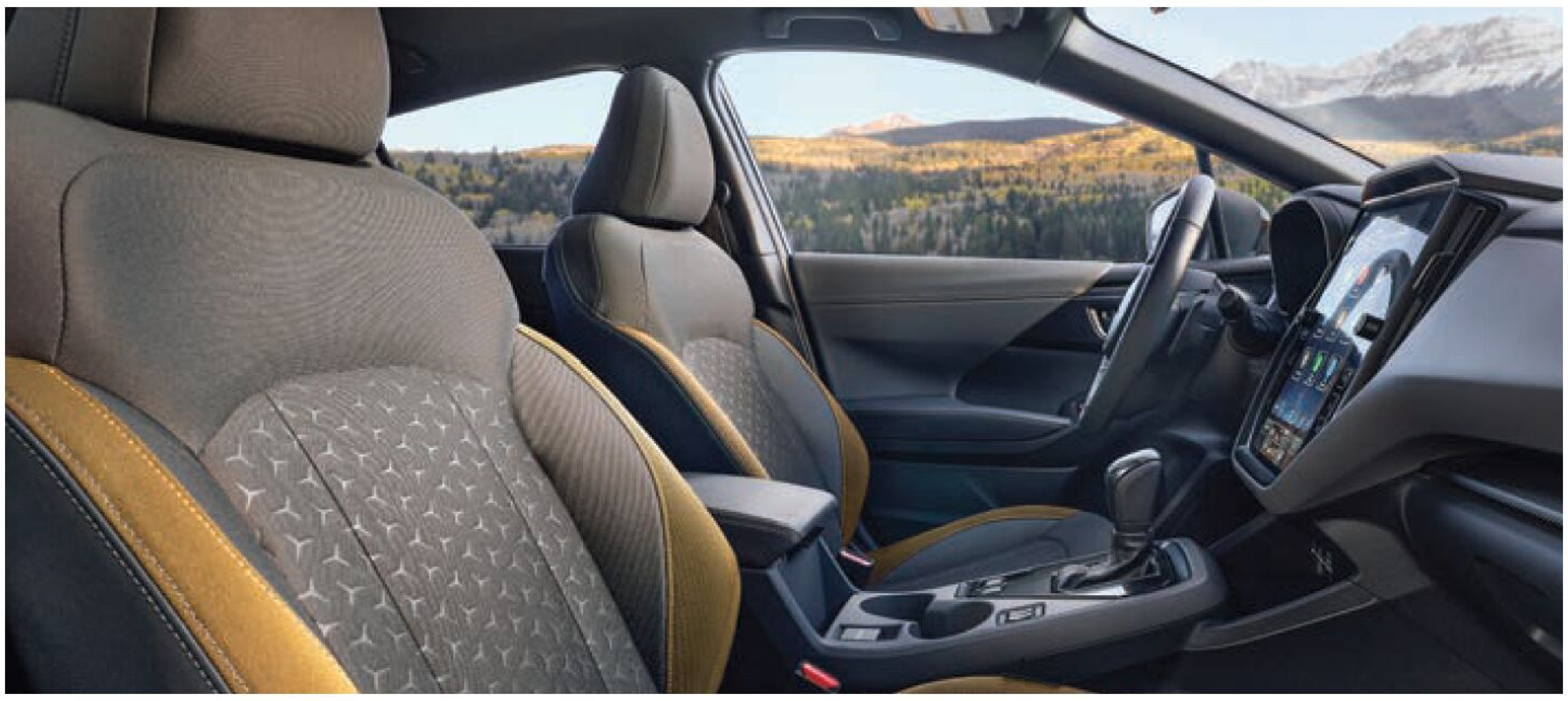
But the composed ride impresses most, with an absorbent suspension that soaks up bumps quite well.

The cabin is roomy and easy to get in and out of. The generous glass area and elevated seating position afford good visibility. The optional power driver's seat with adjustable lumbar—a first for any Crosstrek—finally gives the little SUV comfortable and supportive front seats that hold up well during long drives. The rear seat is also comfortable with good support and nicely placed armrests, though headroom may be tight.

Controls are largely user-friendly, especially the physical volume and tuning knobs and the side mirror and window controls that are angled toward the driver. Most climate tasks are on the touchscreen, but they're always visible.

However, the interior feels more utilitarian than fancy and doesn't reflect the "Premium" trim name.

All trims get AEB with pedestrian detection and AEB highway, but BSW and RCTW aren't standard.



BEST VERSION TO GET

We'd opt for the second-tier Premium to get keyless entry, the optional power driver's seat, heated front seats, BSW, and the larger infotainment touchscreen. For more power, go with the Sport, which has a 182-hp engine.

PHOTOS: SUBARU

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **FCW** forward collision warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

✓ Toyota

COROLLA CROSS HYBRID

VITAL STATS

79	82	$31,795
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE
LE

41 MPG

DRIVETRAIN
196-hp, 2.0-liter 4-cylinder hybrid; continuously variable transmission; all-wheel drive

REASONS TO BUY
- Fantastic fuel economy
- Short braking distances
- Standard all-wheel drive

REASONS TO SKIP
- Cabin gets very loud
- Interior materials seem cheap
- BSW and RCTW aren't available on the base S trim

THE COROLLA CROSS Hybrid's added power, superior fuel economy, and standard AWD make it worth the $2,000 price premium over the regular version, which owners will quickly make back in fuel savings.

The hybrid's electric drive means that the SUV doesn't feel underpowered like the regular model does.

But the electronic continuously variable transmission lacks refinement and the gas engine bursts to life in a startlingly loud fashion, accompanied by vibrations that can be felt coursing through the steering wheel.

Still, the hybrid is 1.6 seconds quicker than the conventional model, taking just 7.7 seconds to run from 0 to 60 mph. And it's hard to argue with 41 mpg overall—a significant 13-mpg gain.

Similar to the conventional version, the Hybrid feels clumsy and uninspiring during regular driving, with body roll that becomes noticeable pretty quickly if you pick up the pace.

Ride comfort is better, though. The suspension absorbs smaller road imperfections well, but large potholes still strike through noticeably.

There's lots of headroom up front but the driver's seat has limited adjustments and loses support and comfort during longer drives. Plus, both the door and center armrests are woefully underpadded, and the hard center console cuts into the driver's right knee space. While the rear seat has ample headroom, the bottom cushion is sorely short on leg support.

The interior is rather humdrum, with lots of hard plastic surfaces. Cargo capacity is modest, though the vehicle's upright shape gives it good practicality and usefulness considering its small footprint.

Most controls are user-friendly, including the physical climate knobs and buttons, but some audio and phone tasks are cumbersome to complete.

Neither BSW nor RCTW are available on the base Hybrid S trim.

BEST VERSION TO GET

The second-tier SE trim has standard BSW and RCTW, a leather-wrapped steering wheel, and wireless charging. The top XSE brings a power driver's seat with adjustable lumbar support, heated front seats, and dual-zone climate control.

PHOTOS: HYUNDAI

✓ Honda
HR-V

VITAL STATS

OVERALL SCORE	ROAD TEST	PRICE AS TESTED
74	70	$28,790

TRIM LINE
Sport

27 MPG

DRIVETRAIN
158-hp, 2.0-liter 4-cylinder; continuously variable transmission; all-wheel drive

REASONS TO BUY
- Very good fuel economy
- Straightforward controls
- Generous interior room for the class

REASONS TO SKIP
- Ride is quite stiff
- Cabin is noisy
- Slow, tepid acceleration
- BSW and RCTW aren't available on base LX trim

BEST VERSION TO GET

Skip the FWD-only base LX and go for the midlevel Sport simply to get BSW and RCTW. The EX-L has leather seats and a sunroof, but it's pricey for what is a basic car.

THE HR-V GREW into a larger, more pleasant, and refined SUV with its migration to a platform shared with the Honda Civic sedan. We like its roomy interior and strong fuel economy, though it has a stiff ride and noisy cabin.

The interior has more soft-touch pieces throughout than its predecessor. Simple but effective controls, including the small 7-inch touchscreen, are easy to use thanks to physical buttons and knobs. We love the solid "click-click" when we turn the climate knobs. The top-trim EX-L gets a larger infotainment screen plus wireless Android Auto/Apple CarPlay connectivity.

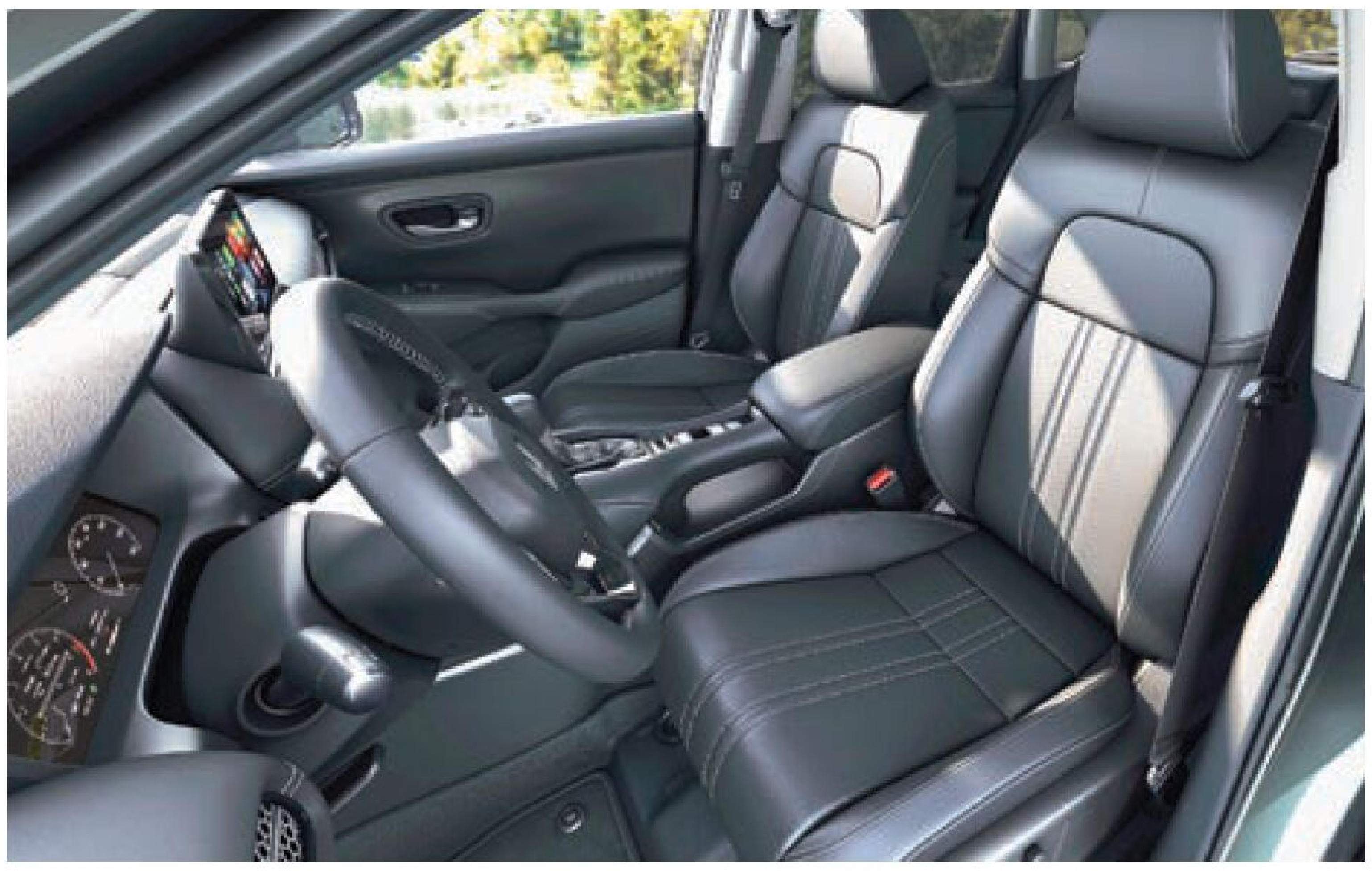
The HR-V is 11 inches longer than its predecessor and feels roomier. There's tons of headroom up front, and the elevated driving position gives a good view out over the hood. The rear seat has lots of knee room and decent leg support; fold it down and there's 28.5 cubic feet of cargo capacity, more than most of its competitors.

But the HR-V's 158-hp, 2.0-liter four-cylinder and CVT lack oomph. They're fine if you're just ambling around town. But any attempt to move quickly results in extremely high (and loud) engine revs with minimal propulsion in return. Fuel economy is decent, at 27 mpg overall, but that's 2 mpg worse than the last HR-V.

While the new HR-V does well smoothing out smaller bumps, the suspension gets overwhelmed by larger hits and higher-speed impacts—especially with our tested midlevel Sport trim's larger 18-inch tires. Both the base LX and top EX-L get 17-inch tires, which yield a more absorbent ride.

The SUV is relatively responsive through corners but the steering is vague and slow, resulting in a decidedly unsporty driving experience.

Although both AEB with pedestrian detection and AEB highway are standard, BSW and RCTW aren't available on the LX trim, which is disappointing.



PHOTOS: HONDA

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **FCW** forward collision warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

✓ Kia

SELTOS

VITAL STATS

68	73	$24,820
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE		**DRIVETRAIN**
S	28 MPG	146-hp, 2.0-liter 4-cylinder; continuously variable transmission; all-wheel drive

REASONS TO BUY

- Strong fuel economy
- Short stopping distances
- Clear, straightforward controls
- Very good visibility all-around

REASONS TO SKIP

- Stiff ride
- Cabin gets loud and engine drones when pushed
- BSW and RCTW aren't available on base trim

THE ROOMY SELTOS is a versatile SUV with commendable fuel economy and an affordable price. But drivers are let down by a stiff ride and loud cabin.

Still, the SUV has its strengths. One asset is how painless it is to get in and out of the cabin, thanks to large door openings and easily accessible front seats. The refreshingly straightforward controls—including those for the touchscreen infotainment system—are another high point.

Even tall drivers have plenty of headroom, though the plastic center console bothered nearly every tester's right knee. The front seats are comfortable enough for short trips but they lack lower-back support for longer journeys. The rear seat is surprisingly spacious. Tall windows and mostly slim roof pillars leave the Seltos with minimal blind spots.

Its tidy packaging should appeal to anyone who carries a lot of stuff but doesn't have a lot of space to park.

The base 146-hp, 2.0-liter four-cylinder in our tested car never felt like it had much oomph left in reserve. But we were impressed with how well the CVT mimicked a regular automatic, replete with simulated "shifts." We got 28 mpg overall in our fuel-economy tests of the AWD Seltos.

While there's a stronger 1.6-liter turbo engine available, it feels lethargic at lower engine speeds.

We enjoyed taking the little Kia through our avoidance maneuver exercise, where it posted an admirably high speed due to its responsive handling.

But the stiff suspension transmits every bump straight into the cabin, and the ride can feel jumpy on back roads. That unyielding ride, plus a loud cabin and a coarse drone from the engine when pushed, makes the Seltos a less-than-ideal long-haul companion.

AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are standard on all trims except the base, where they aren't offered.

BEST VERSION TO GET

We would go for at least the S, which brings standard BSW and RCTW. The third-tier EX includes a standard power driver's seat with adjustable lumbar support and a larger infotainment system.

PHOTOS: KIA

✓ Mazda

CX-30

VITAL STATS

67	65	$28,645
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

TRIM LINE		DRIVETRAIN
Preferred	27 MPG	181-hp, 2.5-liter 4-cylinder; 6-speed automatic transmission; all-wheel drive

REASONS TO BUY

- Impressive fit and finish
- Very good fuel economy
- BSW and RCTW are standard

REASONS TO SKIP

- Controls are frustrating to use
- Excessive engine noise
- Very snug interior, even for the class
- Compromised visibility
- Electronic parking brake doesn't automatically disengage

BEST VERSION TO GET

We suggest the third-tier Preferred trim to get a power driver's seat with adjustable lumbar support and heated front seats. This trim also adds an upgraded audio system that includes satellite radio.

PHOTOS: MITSUBISHI

THE CX-30 STANDS out from its peers because of its nicely finished interior and a dash of style. But those assets are countered by a noisy engine and tight quarters.

The CX-30 performed admirably in our 0-to-60-mph acceleration test, but it requires a heavy foot on the gas pedal to wring power out of the base 2.5-liter four-cylinder engine. The result is that around-town driving doesn't feel particularly brisk. Fuel economy is respectable at 27 mpg overall.

We found the CX-30's handling to be quite responsive and secure. The Mazda steers nicely but doesn't possess the same agility found in the Mazda3. The ride is rather firm and can feel jumpy over bumps, and the engine sounds raspy especially at low revs, which detracts from an otherwise quiet interior.

Although not as tiny as the discontinued CX-3, the CX-30 still feels cramped inside. The cockpit and center console are nicely trimmed and conceal lots of storage for small items, but the snug design encroaches on the driver and front passenger. The rear seat is tight, and small side windows hurt outward visibility.

As in the Mazda3, we found the infotainment system to be frustrating and overly distracting to use. It requires multiple taps and twists of the rotary knob to execute common and simple tasks. We don't mind a parking brake that engages automatically, but the fact that Mazda doesn't disengage it automatically when shifting into gear is a major annoyance.

Options come packaged in ways that drive up the price. For example, a power driver's seat comes in a package with an upgraded audio system. As a result, a well-equipped CX-30 costs nearly as much as the roomier compact-class CX-5.

AEB with pedestrian detection is standard, and BSW and RCTW are both standard for 2024.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **FCW** forward collision warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

CR'S TEST DATA

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VEHICLE RATINGS

How the vehicles we have tested stack up

THESE CHARTS PROVIDE a reference guide to the vehicles we have recently tested so you can see how they match up. In this issue we have ratings for 243 vehicles, organized by vehicle category and ranked by Overall Score, to provide you with a quick reference guide for shopping.

■ **Recommended** vehicles are those that meet CR's stringent testing, reliability, and safety standards. To earn our recommendation, noted with a ✓, vehicles must have a high Overall Score in their category.

■ **The Green Choice** designation, developed in collaboration with the EPA, indicates which 2024 cars, SUVs, and minivans are in the top 20 percent of the cleanest-emitting vehicles from their model year. These are identified with a 🌿.

■ **Overall Score** includes the vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's Auto Surveys; the availability of these crash-prevention systems: automatic emergency braking with pedestrian detection and at highway speeds, blind spot warning, rear cross traffic warning, and driver monitoring; and, if available, results from crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety.

All SUVs are tested with all- or four-wheel drive except where noted.

■ **Price** reflects the sticker price at the time we bought the tested vehicle.

■ **Survey results** reflect findings from CR's latest Auto Surveys, which are compiled from data reported by CR members.

Predicted reliability is our forecast of how well a new model will hold up based on problems our members reported in CR's Annual Auto Surveys, which cover more than 330,000 vehicles.

Owner satisfaction is based on the percentage of surveyed CR members who say they would definitely buy or lease their vehicle again.

To determine our reliability and owner satisfaction predictions, we use a model's last three years of data, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses, or when a model is all new or redesigned, we use our judgment based on the brand's track record along with similar models.

■ **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center in central Connecticut.

■ **Overall mpg** comes from our fuel-economy tests. For PHEVs, mpg is measured when the electric-only range is depleted. CR range is the distance covered by a full tank of gas; a tank of gas plus the EPA EV range for PHEVs; or, for EVs, how far it could go during our highway range test until it depleted its battery. An "E" notes that we are using the EPA's range figures.

■ **High and lows** give a summary of a model's notable strengths and weaknesses.

LINCOLN NAUTILUS

PHOTO: LINCOLN

WHY SOME MODELS DON'T APPEAR IN OUR RATINGS

These models are in the midst of testing or being purchased. They will be in road tests in future issues and on ConsumerReports.org: Acura ZDX; BMW 5 Series, i5, and X2; Cadillac Lyriq; Chevrolet Blazer EV and Colorado; Fisker Ocean; Ford Ranger; Hyundai Kona EV and Santa Fe; Kia EV9; Lexus GX and TX; Lincoln Nautilus; Mercedes-Benz E-Class; Ram 1500; Subaru Forester; Toyota Camry and Tacoma; and the Volvo C40.

⇊ ↓ ● ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

🍃 CR GREEN CHOICE

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: SUBCOMPACT								
✓ **Nissan Kicks** SV	65	$21,050	●	⇊	67	32	Fuel economy, controls, visibility.	Slow acceleration, fit and finish, front-seat comfort, agility.
✓ **Buick Envista** Preferred	65	$26,480	●	●	67	29	Well-equipped for the price, secure handling, short stopping distances, hatchback versatility.	Noisy cabin, uneven power delivery, low-end interior materials, no AWD.
✓ **Hyundai Venue** SEL	64	$20,720	●	●	64	32	Fuel economy, braking, controls.	Ride, noise, fit and finish, tight rear seat, no adjustable seat-belt anchors.
Nissan Versa SV	58	$18,980	●	⇊	64	32	Fuel economy, controls, standard active safety features for price.	Ride, engine noise, seat comfort.
Chevrolet Trax LT	57	$24,680	●	↓	64	31	Fuel economy, controls, visibility.	Fit and finish, seat comfort, agility.
Mitsubishi Mirage ES	38	$16,050	●	⇊	35	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, slow acceleration, feels cheap.
CARS: COMPACT								
✓ **Kia Niro** PHEV EX	🍃 85	$35,940	↑	↑	87	47	Drives on electric power part-time, great fuel economy that's better than the Niro Hybrid the rest of the time, hatchback practicality.	Confusing split radio/climate panel, hampered rear three-quarter visibility, long wet braking distance, no AWD.
✓ **Toyota Prius** XLE (AWD)	🍃 80	$33,909	⇈	↑	76	51	Fuel economy, quick acceleration for its class, hatchback versatility, optional all-wheel drive, reliability.	Access and visibility hurt by styling, raucous engine noise when pushed, rear-seat comfort.
✓ **Kia Niro** Hybrid EX	🍃 79	$30,600	↑	●	83	45	Fuel economy, secure handling, hatchback practicality.	Rear visibility, road noise, audio/climate control panel.
✓ **Mazda3** Select	78	$24,115	↑	●	77	30	Fuel economy, fit and finish, quietness, braking.	Controls.
✓ **Hyundai Elantra** Hybrid Blue	🍃 77	$24,900	●	●	85	48	Fuel economy, handling, braking, controls.	Access.
✓ **Toyota Prius Prime** XSE	🍃 76	$39,004	↑	↑	78	43	Drives on electric power part-time, excellent fuel economy when operating as a hybrid, quick acceleration, hatchback versatility.	Access and outward visibility hurt by styling, noisy engine when pushed, rear-seat comfort.
✓ **Subaru Impreza** Sport	76	$28,253	↑	●	78	29	Handling, short stops on dry pavement, hatchback versatility, standard AWD.	Slow acceleration.
✓ **Toyota Corolla** LE	75	$24,835	↑	●	74	36	Fuel economy, ride, controls.	Tight rear seat, access.
✓ **Hyundai Elantra** SEL	74	$23,000	↑	↓	79	33	Fuel economy, secure handling, braking, controls.	Engine noise, ride, access.
✓ **Toyota Corolla** Hybrid LE	🍃 74	$25,145	↑	●	75	48	Fuel economy, ride, controls.	Slow acceleration, tight rear seat, access.
✓ **Kia Soul** EX	73	$25,320	●	●	77	28	Braking, controls, access, passenger space.	Ride, loud engine.
✓ **Toyota Corolla** Hatchback SE	73	$24,263	↑	↓	70	36	Fuel economy, handling, braking, controls.	Ride, engine noise, tight rear seat.
✓ **Honda Civic** Sport	71	$24,095	●	●	74	33	Fuel economy, handling, braking, controls.	Noise, stiff ride, access.
✓ **Kia Forte** LXS	70	$20,165	↑	⇊	71	34	Fuel economy, controls.	Ride, noise, seat comfort, fit and finish.
✓ **Nissan Sentra** SV	70	$21,400	●	⇊	83	32	Fuel economy, ride, handling, braking, controls, rear seat.	Front seat short on lower back support, foot-operated parking brake, headlight performance.
Volkswagen Jetta SE	55	$23,325	↓	⇊	81	34	Fuel economy, controls, relatively roomy cabin.	Reliability, low dash vents.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: MIDSIZED/LARGE								
✓ **Honda Accord** Hybrid Sport 🍃	89	$32,990	▲	●	96	40	Fuel economy, hybrid powertrain, handling, interior room, user-friendly controls.	Mediocre seat comfort and fit and finish.
✓ **Kia K5** LXS	80	$25,610	▲	●	84	32	Fuel economy, braking, controls, interior room.	Hesitation during rolling stops, access, no power seat on LXS.
✓ **Honda Accord** EX (1.5T)	78	$30,705	●	▼	85	32	Fuel economy, ride, handling, interior room, user-friendly controls.	Mediocre seat comfort and fit and finish.
✓ **Toyota Crown** Limited (2.5H) 🍃	78	$47,583	●	●	85	42	Fuel economy, easy access, roomy cabin.	Hidden trunk release, sunroof doesn't open.
✓ **Subaru Legacy** Premium	77	$27,609	●	●	89	28	Ride, transmission.	Some climate functions require multiple steps.
✓ **Nissan Altima** 2.5 SV	76	$29,330	●	▼▼	83	31	Fuel economy, controls, rear seat.	Agility, ease of entry, ride.
✓ **Hyundai Sonata** SEL (2.5L)	74	$28,615	●	●	83	31	Fuel economy, secure handling, braking.	Ride, unintuitive gear selector.
✓ **Hyundai Sonata** Hybrid SEL 🍃	72	$31,915	●	●	81	44	Fuel economy, secure handling, available tech features.	Ride, unintuitive gear selector, rough shifts.
Chevrolet Malibu 1LT (1.5T)	67	$26,790	●	▼	81	29	Ride, quietness, controls.	Raspy turbo engine, front-seat comfort, hampered visibility.
CARS: LUXURY ENTRY-LEVEL								
✓ **Audi A3** Premium Plus (AWD)	76	$43,020	●	●	85	31	Fuel economy, handling, acceleration, braking, front-seat comfort, fit and finish.	Tight rear seat.
✓ **BMW 228i** xDrive Gran Coupe	74	$41,345	▲	▲	76	27	Eager powertrain and handling, front-seat comfort, fit and finish.	Access, tight rear seat, ride.
✓ **Acura Integra** A-Spec	71	$34,395	●	▲	79	31	Fuel economy, handling, controls, hatchback versatility.	Ride, noise, low stance hurts access.
✓ **Cadillac CT4** Premium Luxury (2.0T, AWD)	70	$49,215	●	●	78	25	Handling, braking, front-seat comfort, fit and finish.	Rear-seat room and access, scant in-cabin storage.
Mercedes-Benz CLA250 (4MATIC)	47	$44,390	▼	▼	66	27	Handling, braking, fit and finish, front-seat comfort.	Ride, controls, hesitation off the line, tight rear seat, wimpy A/C.
CARS: LUXURY COMPACT								
✓ **BMW 330e** xDrive 🍃	81	$53,455	●	▲▲	87	28	Handling agility, smooth powertrain, braking, comfortable seats, fit and finish, can drive on electric power part-time.	Fuel economy as a hybrid slightly lower than regular 330i, short electric range, some controls.
✓ **BMW 330i** xDrive	78	$52,995	●	●	86	29	Handling, acceleration, braking, transmission, front-seat comfort, fit and finish.	Controls, overzealous lane keeping assistance.
✓ **Infiniti Q50** Luxe (AWD)	74	$48,775	●	▼	82	22	Acceleration, agility, braking, visibility.	Cumbersome infotainment system, small trunk.
✓ **Lexus IS300** (3.5L, AWD)	72	$45,345	▲	●	67	22	Acceleration, braking, fit and finish.	Controls, tight quarters, driving position.
✓ **Audi A4** Premium Plus	71	$48,890	●	●	88	27	Ride, handling, quietness, transmission, fit and finish, front-seat comfort.	Controls including gear selector take getting used to, tight rear seat.
✓ **Volvo S60** (B5, FWD)	70	$47,110	●	●	71	26	Braking, quietness, front-seat comfort, fit and finish.	Ride, controls.
✓ **Cadillac CT5** Premium Luxury (2.0T, AWD)	69	$53,520	●	●	76	24	Handling, braking, front-seat comfort, fit and finish.	Unrefined transmission, engine noise, rear headroom, low dash vents.
✓ **Acura TLX** Tech (2.0T, AWD)	69	$45,025	▲	●	66	23	Acceleration, transmission, front-seat comfort.	Infotainment system, engine and road noise, access, tight rear seat.
Genesis G70 Elite (2.5T, AWD)	65	$43,115	●	●	73	23	Handling, controls, fit and finish.	Tight quarters, gear selector.

⇊ ↓ – ↑ ⇈
WORSE BETTER

✓ CR RECOMMENDED

🍃 CR GREEN CHOICE

STANDOUT MODEL

LARGE CAR

✓ Toyota Crown

78 OVERALL SCORE

PHOTO: TOYOTA

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: LUXURY COMPACT *Continued*								
Alfa Romeo Giulia Ti (AWD)	56	$48,890	↓	↑	71	27	Agility, steering.	Controls, tight rear seat, limited driver's seat adjustments.
Mercedes-Benz C300 (4MATIC)	48	$59,770	⇊	⇊	75	29	Handling, acceleration, front-seat comfort, fit and finish.	Reliability, stiff ride, long stopping distances, unintuitive controls.
CARS: LUXURY MIDSIZED/LARGE								
✓ **Lexus ES300h** 🍃	88	$49,365	↑	↑	91	42	Fuel economy, ride, quietness, front-seat comfort, fit and finish.	Controls, tight rear seat.
✓ **Lexus ES350**	82	$48,855	↑	↑	83	25	Ride, quietness, front-seat comfort, fit and finish.	Controls, tight rear seat.
✓ **Audi A6** Premium Plus (2.0T)	76	$59,390	–	↓	91	26	Handling, braking, seat comfort, fit and finish.	Hesitation off the line, scant in-cabin storage.
✓ **Audi A8** 3.0T	74	$97,595	–	–	91	21	Ride, quietness, transmission, interior room, seat comfort, fit and finish.	Controls require a learning curve, scant in-cabin storage.
✓ **Genesis G80** Advanced (2.5T AWD)	74	$56,920	–	↑	86	24	Ride, handling, braking, interior room, fit and finish.	Controls, hidden exterior trunk release.
Lexus LS500 (AWD)	66	$103,899	–	–	68	20	Acceleration, quietness, transmission, driver's seat comfort, fit and finish.	Controls, tight rear seat space for class, small trunk.
Volvo S90 T6 Momentum (AWD)	58	$61,855	↓	–	71	23	Seat comfort, fit and finish.	Reliability, ride comfort, coarse engine noise, unintuitive controls.
Maserati Ghibli S Q4	51	$89,010	↓	↓	66	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Fuel economy, ride, initial turbo lag, tight rear seat, access, touchy brake pedal, fussy gear selector.
CARS: ELECTRIC								
✓ **Hyundai Ioniq 6** SEL 🍃	83	$52,975	↑	⇈	84	NA	Brisk acceleration, sharp handling, smooth brake pedal feel, quiet cabin, relatively quick DC public charging.	Inconvenient placement of window and mirror controls.
✓ **Kia Niro** EV Wind 🍃	71	$42,595	–	↑	76	NA	Smooth power, hatchback practicality, good range for an affordable EV.	Rear and side visibility, audio/climate control panel.
Nissan Leaf SV Plus 🍃	57	$44,330	–	↓	61	NA	Quietness, quick acceleration.	Charging times, limited range, driving position, agility.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: LUXURY ELECTRIC								
✓ **BMW i4** M50	🍃 83	$73,245	●	▲	91	NA	Acceleration, braking, handling, front-seat comfort, fit and finish, hatchback versatility.	Cramped rear seat, confusing controls.
✓ **Porsche Taycan** 4S	🍃 76	$128,520	▲	▲	78	NA	Acceleration, ride, handling, front-seat comfort.	Controls, limited range, visibility.
✓ **Tesla Model 3** Long Range	🍃 71	$47,240	●	▲	80	NA	Handling, front-seat comfort, driving range.	Stiff ride, distracting controls, tight rear seat, no real blind spot warning system.
Lucid Air Touring	🍃 69	$128,550	▼	●	94	NA	Acceleration, braking, handling, rear seat room.	Reliability, electric motor whine, wind noise, unintuitive controls, restricted outward visibility.
Tesla Model S Long Range	🍃 63	$92,690	▼	▲	86	NA	Acceleration, braking, quietness, hatchback versatility.	Reliability, odd steering wheel shape, controls, access, long charging time, no real BSW.
Mercedes-Benz EQE350 (4MATIC)	🍃 59	$80,210	▼	●	84	NA	Acceleration, quietness, ride, maneuverability, short stopping distances, fit and finish.	Mushy brake pedal feel, distracting controls.
Mercedes-Benz EQS580 (4MATIC)	🍃 59	$135,875	▼▼	●	90	NA	Acceleration, quietness, ride, maneuverability, front-seat comfort, fit and finish.	Reliability, brake pedal feel, driving position, distracting controls.
Polestar 2 Long Range Dual Motor	🍃 36	$62,400	▼▼	●	66	NA	Acceleration, braking, handling, hatchback versatility.	Reliability, ride, controls, cramped interior.
SPORTS CARS 2-SEAT								
✓ **Porsche 718** Boxster (base)	85	$69,790	▲	▲	95	26	Acceleration, handling, braking, fit and finish, quick convertible top that works on the move.	Ride, noise, access, some controls, visibility with closed top, no AEB offered.
✓ **Toyota Supra** Premium	84	$56,115	▲	▲	91	27	Acceleration, transmission, handling, braking.	Access, visibility, ride, noise.
✓ **Chevrolet Corvette** 2LT	81	$77,680	●	▲▲	97	19	Acceleration, handling, braking, transmission, fit and finish.	Fuel economy, access, rear and side visibility.
✓ **Mazda MX-5 Miata** Club	80	$32,715	▲	▲▲	80	34	Agility, manual shifter, fuel economy, easy manual top.	Ride, noise, tight quarters, cumbersome infotainment system, access.
✓ **BMW Z4** sDrive30i	80	$59,195	▲	▲	86	29	Handling, braking, acceleration, seat comfort, fit and finish, quick top operation.	Ride, visibility, controls, overzealous lane keeping assistance.
✓ **Nissan Z** Performance	71	$52,125	●	▲	80	24	Acceleration, sharp handling, strong braking, straightforward controls.	Stiff ride, loud cabin, difficult to get in and out of, restricted outward visibility.
SPORTS CARS 4/5-SEAT								
✓ **Subaru BRZ** Limited	85	$32,115	▲	●	86	27	Satisfying ride/handling balance, acceleration, braking, controls.	Noisy cabin, minuscule rear seat, difficult to get in and out, compromised outward views.
✓ **Subaru WRX** Premium	83	$33,227	▲	▲	83	25	Acceleration, handling agility, braking.	Stiff ride, noisy cabin, slow-responding infotainment screen.
✓ **Toyota GR86** Premium	83	$32,206	▲	●	83	28	Handling, acceleration, braking, controls.	Stiff ride, noise, minuscule rear seat, difficult to get in and out, compromised outward views.
✓ **BMW 230i** (RWD)	80	$39,595	▲	▲	85	31	Handling, braking, acceleration, fuel economy, fit and finish, front-seat comfort.	Tight rear seat room.
✓ **Mini Cooper S**	78	$29,945	▲	▲	80	30	Handling, manual shifter, engine sound, fuel economy.	Tight rear seat, some controls.
✓ **Ford Mustang** GT (V8)	75	$55,200	●	▲▲	76	20	Quick acceleration, burly V8 sound, precise and easy-to-use manual shifter, enjoyable handling.	Some unintuitive controls, awkward access, tight rear seat.

⇊ ↓ ○ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

STANDOUT MODEL

SPORTS CAR

✓ Subaru BRZ

85 OVERALL SCORE

	Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
	SPORTS CARS 4/5-SEAT *Continued*								
✓	**Honda Civic** Si	71	$28,315	○	○	74	32	Handling, slick manual shifter, fuel economy, controls.	Ride, noise, access.
	Chevrolet Camaro 2SS (V8)	68	$47,020	○	○	85	20	Acceleration, handling, braking.	Visibility, tight interior, low dash vents, no AEB offered.
	Volkswagen Golf GTI SE	61	$36,539	↓	⇊	85	28	Handling, acceleration, braking, slick manual shifter.	Reliability, distracting controls.
	MINIVANS								
✓	**Kia Carnival** EX	82	$40,785	↑	○	85	21	Smooth powertrain, braking, interior room, controls.	Agility, must remove heavy second-row seats for max cargo capacity.
✓	**Toyota Sienna** XLE	77	$43,570	○	↑	84	36	Fuel economy, interior room and versatility.	Long stopping distance.
✓	**Honda Odyssey** EX-L	76	$43,655	○	↑	83	22	Ride, quietness, interior room and flexibility, kid-friendly tech.	Some controls take getting used to.
✓	**Chrysler Pacifica** Touring L	70	$44,345	○	○	81	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Coarse-sounding engine.
	Chrysler Pacifica Hybrid Platinum 🌿	53	$54,825	⇊	↓	86	27	Interior space, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy.	Reliability, Hybrid loses Stow 'n Go seating/cargo flexibility.
	SUVs: SUBCOMPACT								
✓	**Subaru Crosstrek** Premium	87	$29,685	⇈	↑	82	29	Comfortable ride, strong fuel economy, short stopping distances, visibility, standard AWD, reliability.	Standard engine feels underpowered and sounds strained.
✓	**Toyota Corolla Cross** Hybrid LE	79	$31,795	↑	○	82	41	Fuel economy, short braking distances, standard AWD.	Loud cabin, cheap interior.
✓	**Honda HR-V** Sport	74	$28,790	⇈	↓	70	27	Fuel economy, controls, roomy interior for its size.	Stiff ride, noisy cabin, slow acceleration.
✓	**Toyota Corolla Cross** LE	69	$28,329	↑	↓	68	28	Fuel economy, braking, access.	Noisy, feels underpowered, agility, fit and finish.

PHOTO: PORSCHE

	Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
	SUVs: SUBCOMPACT *Continued*								
✓	**Kia Seltos** S	68	$24,820	●	⇊	73	28	Fuel economy, braking, controls, visibility.	Ride, noise.
✓	**Mazda CX-30** Preferred	67	$28,645	↑	↓	65	27	Fuel economy, fit and finish.	Controls, engine noise, tight quarters, visibility.
	Chevrolet Trailblazer LT (1.3T)	63	$28,360	●	↓	68	27	Fuel economy, interior room, mid-range torque, controls.	Rear and side visibility, agility, front-seat comfort.
	Hyundai Kona SEL (2.0)	63	$31,440	●	●	72	26	User-friendly controls, outward visibility, access, secure handling and braking.	Fit and finish, base engine a bit noisy and underpowered.
	Mitsubishi Eclipse Cross SE	59	$31,495	●	↓	61	24	Access, rear seat.	Agility, visibility, front-seat comfort, slow acceleration, cargo space.
	Volkswagen Taos SE	47	$33,064	⇊	⇊	75	26	Agility, braking, visibility, rear-seat room.	Reliability, uneven power delivery.
	SUVs: COMPACT								
✓	**Toyota RAV4 Prime** XSE 🌿	89	$45,923	⇈	↑	88	34	Acceleration, part-time electric driving, fuel economy, ride, controls, reliability.	Long stopping distance, high pitch warning signal in Reverse.
✓	**Kia Sportage** PHEV X-Line 🌿	87	$41,320	↑	●	92	31	Can drive on electric power part-time, comfortable ride, responsive handling, roomy interior.	Overall fuel economy on gas is worse than the Hybrid, distracting dual audio, climate panel.
✓	**Honda CR-V** EX (1.5T)	85	$34,250	↑	↑	88	26	Generous interior room, braking, simple controls, easy access.	Slightly underpowered.
✓	**Hyundai Tucson** Hybrid SEL	85	$33,194	●	●	94	35	Fuel economy, handling, ride, roomy interior.	Unintuitive gear selector.
✓	**Honda CR-V** Hybrid Sport	84	$35,650	●	↑	93	35	Fuel economy, hybrid powertrain, generous interior room, simple controls, easy access.	Noisy cabin.
✓	**Hyundai Tucson** SEL (2.5L)	82	$31,969	↑	●	85	26	Handling, ride, braking, roomy interior, controls.	Slow acceleration for the class.
✓	**Hyundai Tucson** PHEV SEL 🌿	82	$39,440	●	●	94	31	Can drive on electric power part-time, comfortable ride, responsive handling, roomy interior.	Overall fuel economy on gas is worse than the Hybrid, unintuitive push-button gear selector.
✓	**Mitsubishi Outlander** PHEV SE 🌿	82	$47,225	⇈	●	79	25	Can drive on electric power part-time, standard third-row seat, user-friendly controls.	Stiff ride, darty steering, fuel economy in hybrid mode no better than regular Outlander.
✓	**Kia Sportage** Hybrid EX	79	$32,905	●	●	85	36	Fuel economy, composed ride, roomy interior, easy access.	Braking, unintuitive gear selector, audio/climate control panel.
✓	**Toyota RAV4** Hybrid XLE	78	$34,193	↑	↑	80	37	Fuel economy.	Ride, fit and finish.
✓	**Mazda CX-50** Premium Plus	77	$38,620	↑	↓	78	24	Handling, steering, fit and finish, interior room.	Ride, underpowered with the base engine, controls.
✓	**Mitsubishi Outlander** SE (2.5L)	77	$34,340	⇈	●	71	25	Standard third row, transmission, controls, reliability.	Ride, darty steering, wind noise, slow acceleration.
✓	**Toyota RAV4** XLE (2.5L)	75	$32,109	↑	↓	73	27	Fuel economy.	Engine noise, ride, fit and finish.
✓	**Mazda CX-5** Preferred	75	$31,190	↑	●	77	24	Ride, quietness, handling.	Compromised rear visibility, controls.
✓	**Kia Sportage** EX (2.5L)	74	$31,220	●	●	77	25	Roomy interior, secure handling, composed ride, easy access.	Lackluster acceleration.
✓	**Ford Escape** PHEV (FWD) 🌿	74	$43,725	●	↑	87	37	Handling agility, smooth transmission, very fuel-efficient, decent electric-only range.	Limited front seat adjustments, no AWD.
✓	**Chevrolet Equinox** LT (1.5T)	71	$33,730	●	↓	77	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish.

⏬ ▼ ● ▲ ⏫ WORSE — BETTER | ✓ CR RECOMMENDED | CR GREEN CHOICE

STANDOUT MODEL

MIDSIZED SUV

✓ Subaru Outback

79 OVERALL SCORE

PHOTO: SUBARU

Make + Model	Overall Score	Price As tested	Survey Results Predicted reliability	Survey Results Owner satisfaction	Road-Test Results Road-test score	Road-Test Results Overall mpg	Highs	Lows
SUVs: COMPACT *Continued*								
✓ **Nissan Rogue** SV (1.5T)	70	$34,905	●	▼	81	25	Agility, controls, access.	Idle vibration, low dash vents.
✓ **Ford Escape** Hybrid ST-Line Select	70	$37,175	●	●	82	34	Fuel economy, agility, short stopping distances, controls.	Overly sensitive brake pedal.
Volkswagen Tiguan SE	63	$31,645	▼	▼	84	25	Generous interior room, easy controls, access, visibility.	Reliability, slow acceleration.
Dodge Hornet PHEV R/T Plus	62	$42,995	●	▲	70	29	Acceleration, fuel economy, part-time electric driving.	Stiff ride, loud cabin, unintuitive controls, awkward driving position, poor visibility, cheap interior.
Ford Escape Active (1.5T)	59	$33,850	▼	⏬	71	26	Agility, short stopping distances, controls.	Reliability, engine vibration with the 1.5-liter, overly sensitive brake pedal.
Ford Bronco Sport Outer Banks (1.5T)	58	$33,655	▼	●	75	25	Agility, braking, user-friendly controls, character.	Reliability, ride, vibration at low revs, limited seat adjustments.
Dodge Hornet GT	55	$34,675	●	▲	59	23	Quick acceleration.	Stiff ride, loud cabin, unintuitive controls, awkward driving position, poor visibility, cheap interior.
SUVs: MIDSIZED								
✓ **Subaru Outback** Limited XT	79	$39,572	●	▲	89	24	Ride, transmission, seat comfort, driving position, fit and finish, integrated roof cross bars.	Some climate functions require multiple steps.
✓ **Toyota Venza** XLE	79	$40,160	▲	●	79	37	Fuel economy, ease of access.	Controls, visibility, road noise, cargo capacity.
✓ **Ford Edge** SEL (2.0T)	79	$42,610	▲	●	81	22	Quietness, handling, braking, interior room.	Awkward driving position.
✓ **Honda Passport** EX-L	70	$39,937	●	●	76	21	Acceleration, interior room, quietness.	Stiff ride.
✓ **Nissan Murano** SL	69	$42,065	●	●	74	21	Plush interior, access, easy infotainment system.	Visibility, overly light steering, agility, towing capacity.
Chevrolet Blazer LT (V6)	60	$43,290	▼	●	78	19	Acceleration, braking, transmission, quietness, controls.	Reliability, fuel economy, visibility, low dash vents.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: MIDSIZED *Continued*								
Jeep Grand Cherokee 4xe 🌿	55	$64,795	↓	|	75	21	Can drive on electric power part-time, quick acceleration, quiet cabin.	Reliability, braking, fuel economy isn't much better than the standard V6, some controls.
Jeep Grand Cherokee Limited (V6)	54	$50,590	↓	↓	73	20	Smooth powertrain, quietness, roomy cabin.	Reliability, braking, some controls.
Volkswagen Atlas Cross Sport SE Tech	53	$47,745	↓	|	71	20	Interior room, access, fit and finish.	Reliability, unintuitive controls.
Ford Bronco Outer Banks (2.7T)	46	$53,505	↓	↑	51	18	Off-road ability, acceleration, character.	Reliability, fuel economy, braking, wind noise.
Jeep Wrangler Sahara (4-door)	25	$48,400	↓	|	34	18	Off-road ability, strong powertrain with the V6 engine.	Reliability, fuel economy, stiff ride, lots of wind noise, awkward access.
SUVs: MIDSIZED 3-ROW								
✓ **Toyota Highlander** Hybrid XLE	85	$47,595	↑	↑	86	35	Fuel economy, ride, roomy second-row seats.	Some engine noise, infotainment system is less user-friendly.
✓ **Kia Telluride** EX	84	$40,855	|	⇈	92	21	Ride, quietness, braking, interior room, controls, well-equipped for price.	Agility.
✓ **Hyundai Palisade** SEL	83	$43,415	↑	↑	85	21	Powertrain, interior room, access.	Agility, unintuitive gear selector.
✓ **Mazda CX-90** Preferred Plus	82	$48,670	↑	↓	85	24	Quick acceleration, agile handling, sharp steering, short dry stopping distances.	Quirky controls, unintuitive gear selector, stiff ride with 21-inch tires on high-end trims.
✓ **Mazda CX-90** PHEV Premium 🌿	80	$55,150	↑	|	81	23	Can drive on electric power part-time, handling agility.	Stiff ride, unintuitive controls, refinement falls short, fuel economy less than standard six-cylinder.
✓ **Toyota Highlander** XLE (2.4T)	80	$46,328	↑	|	82	22	Ride, roomy second-row seats, easy access.	New turbo four-cylinder engine isn't as refined as V6, infotainment system is less user-friendly.
✓ **Toyota Grand Highlander** XLE (2.4T)	80	$49,457	↑	↑	81	22	Ride comfort, passenger and cargo room.	Agility, engine noise.
✓ **Subaru Ascent** Limited	79	$43,867	|	↑	90	22	Ride, quietness, interior room, visibility, braking, controls, usable third-row seat.	Agility.
✓ **Kia Sorento** Hybrid EX	77	$40,975	|	⇊	86	28	Fuel economy, rides better than regular Sorento.	Hesitation when accelerating from a stop.
✓ **Honda Pilot** Touring	77	$50,240	|	⇈	85	21	Smooth powertrain, ride, braking, roomy interior, hospitable third-row seat, user-friendly controls.	Agility.
✓ **Kia Sorento** EX (2.5T)	72	$38,725	|	↓	82	25	Controls, acceleration.	Ride, dual-clutch transmission's low-speed vibration.
Dodge Durango GT (V6)	66	$43,525	|	↓	78	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Fuel economy, rear visibility, maneuverability.
Toyota 4Runner SR5	63	$40,695	⇈	↑	53	17	Off-road ability, power-retractable rear window, reliability.	Fuel economy, handling, ride, driving position, fit and finish, access.
Nissan Pathfinder SL	62	$46,375	↓	↓	81	21	Powertrain, interior room, controls.	Reliability, overly firm ride.
Volkswagen Atlas SE Tech	60	$47,121	↓	↓	78	20	Accommodations, third-row seat comfort and access, fit and finish.	Reliability, unintuitive controls, fuel economy behind its peers.
Ford Explorer XLT (2.3T)	60	$49,940	↓	↓	74	21	Agility, controls.	Reliability, ride, transmission's lumpy shifts.
Jeep Grand Cherokee L Limited (V6)	51	$55,265	↓	↓	71	19	Transmission, interior space, roomy third row, towing capacity.	Reliability, fuel economy, slow acceleration, braking, noisy V6 engine, controls.

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WORSE — BETTER

✓ CR RECOMMENDED

CR GREEN CHOICE

STANDOUT MODEL

3-ROW MIDSIZED SUV

✓ Hyundai Palisade

83 OVERALL SCORE

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LARGE								
Toyota Sequoia Limited	64	$70,508	↑	↑	57	18	Powertrain, towing capacity.	Fuel economy, clumsy handling, jostly ride, long stopping distances, no auto 4WD, tiny third-row seat.
Ford Expedition MAX Limited	60	$75,430	●	●	66	16	Quietness, acceleration, controls, interior room.	Fuel economy, ride, handling.
Nissan Armada Platinum	57	$63,020	●	↓	60	14	Smooth and robust powertrain, quietness, towing capacity, fit and finish.	Fuel economy, agility, unsettled ride.
Chevrolet Suburban Premier	52	$74,375	↓	●	69	16	Interior room, seat comfort, ride, quietness, infotainment.	Reliability, fuel economy, braking, gear selector, agility, high step-in, tall hood hurts visibility.
GMC Yukon SLT	51	$65,790	↓	●	67	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, fuel economy, gear selector, agility, high step-in, tall hood hurts visibility.
GMC Yukon XL SLT	51	$71,245	↓	●	67	16	Interior room, seat comfort, ride, quietness, infotainment.	Reliability, fuel economy, braking, gear selector, agility, high step-in, tall hood hurts visibility.
Chevrolet Tahoe LT	50	$63,650	↓	●	67	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, fuel economy, gear selector, agility, high step-in, tall hood hurts visibility.
SUVs: LUXURY ENTRY-LEVEL								
✓ **BMW X1** xDrive28	79	$46,495	●	⇊	86	28	Nimble handling, short stopping distances, fuel economy, seat comfort, fit and finish.	Stiff ride, inconsistent power delivery, confusing controls.
✓ **Lexus UX250h**	78	$37,740	⇈	↓	75	37	Fuel economy, transmission, quietness, reliability.	Controls, cramped interior, tight rear seat.
✓ **Mini Cooper Countryman** S	77	$39,535	↑	↑	81	25	Handling, braking, powertrain, seat comfort, fit and finish.	Ride, noise, controls.
✓ **Audi Q3** Premium Plus	70	$43,940	●	↓	82	23	Handling, braking, seat comfort.	Loud engine, rear visibility.

PHOTO: HYUNDAI

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LUXURY ENTRY-LEVEL *Continued*								
Cadillac XT4 Premium Luxury	64	$49,430	I	⌄	76	23	Handling, transmission, braking, fit and finish, front-seat comfort.	Engine noise, ride.
Volvo XC40 T5 Momentum	63	$41,510	I	I	70	24	Interior ambience, comfortable front seats.	Stiff ride, controls, annoying gear selector, engine noise.
Buick Encore GX Select (1.3T)	63	$33,145	I	⌄	68	26	Strong mid-range acceleration, braking, infotainment system.	Engine noise and vibration, tight rear seat.
Alfa Romeo Tonale Ti	54	$47,790	⌄	⌃	69	29	Acceleration, fuel economy, part-time electric driving.	Stiff ride, loud cabin, unintuitive controls, fit and finish.
Jaguar E-Pace SE	52	$48,070	⌄	⌄	67	21	Handling, fit and finish.	Uneven power delivery, ride, visibility, controls.
Mercedes-Benz GLA250	52	$43,475	⌄	︾	75	27	Acceleration, handling, fuel economy, fit and finish.	Controls, rear and side visibility.
SUVs: LUXURY COMPACT								
✓ **BMW X3** xDrive30i	86	$53,745	⌃	⌃	90	24	Handling, braking, transmission, quietness, front-seat comfort, fit and finish.	Controls require a learning curve.
✓ **Lexus NX350h**	83	$47,590	⌃	⌃	84	38	Fuel economy, fit and finish.	Visibility, annoying electronic door releases, touchy brake pedal, long stops.
✓ **Acura RDX** Tech	81	$43,995	⌃	I	80	22	Handling, acceleration, short stopping distances, front-seat comfort, fit and finish.	Controls, gear selector, engine noise, brake pedal feel.
✓ **Porsche Macan** S	76	$63,290	⌃	⌃	79	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Fuel economy, rear visibility, modest cargo area, controls.
✓ **Lincoln Corsair** Reserve (2.0T)	72	$50,870	I	I	80	23	Ride, quietness, powertrain, braking, fit and finish.	Controls.
✓ **Lexus NX350**	72	$47,765	I	I	78	25	Fit and finish, braking.	Annoying electronic door releases, gear selector, visibility.
✓ **Cadillac XT5** Luxury	71	$51,025	I	I	75	20	Plush interior, seat comfort, quietness.	Stiff ride, unintuitive gear selector, visibility.
✓ **Buick Envision** Essence	69	$43,180	I	I	77	23	Ride, quietness, braking, infotainment system.	Unintuitive gear selector, low dash vents, front wheelspin.
Audi Q5 Premium Plus	67	$51,570	I	⌄	82	24	Ride, quietness, seat comfort.	Unintuitive gear selector, controls require a learning curve.
Infiniti QX50 Essential	67	$51,380	I	︾	75	22	Quietness, fit and finish, braking.	Confusing controls, short on agility.
Genesis GV70 Advanced (2.5T)	63	$51,095	⌄	⌃	81	24	Ride, handling, transmission, seat comfort, fit and finish.	Reliability, controls, rear visibility.
Maserati Grecale GT (2.0T)	62	$77,845	⌄	⌃	83	24	Acceleration, braking, agility, fit and finish.	Unintuitive gear selector.
Volvo XC60 T5 Momentum	60	$50,040	⌄	⌄	77	23	Seat comfort, fit and finish, braking.	Reliability, stiff ride, maddening controls.
Alfa Romeo Stelvio Ti	57	$52,040	⌄	I	74	24	Handling, style, character.	Controls, visibility, tight rear seat, limited seat adjustments, overly touchy brake pedal.
Volvo XC60 PHEV Plus 🍃	56	$67,290	⌄	⌄	86	28	Quick acceleration, drives on electric power part-time, good fuel economy after that, braking, seat comfort, fit and finish.	Overly stiff ride, unintuitive controls.
Mercedes-Benz GLB250	55	$47,435	⌄	︾	81	26	Handling, braking, acceleration, fit and finish.	Controls, low and flat rear seat.
Land Rover Range Rover Velar S	53	$59,503	⌄	⌄	74	21	Handling, fit and finish.	Stiff ride, distracting controls, visibility, fuel economy, brand reliability.

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WORSE — BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

STANDOUT MODEL

LUXURY MIDSIZED SUV

✓ BMW X5

92 OVERALL SCORE

PHOTO: BMW

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LUXURY COMPACT *Continued*								
Jaguar F-Pace Prestige	51	$53,895	↓	↓	69	20	Agility, acceleration, braking, transmission, rear seat.	Ride, noise, rear visibility, inferior infotainment system, wimpy A/C.
Mercedes-Benz GLC300	51	$58,195	⇊	↑	78	26	Quietness, fit and finish, front-seat comfort, short dry-stopping distance.	Unintuitive controls, overly firm ride, mushy brake pedal.
Land Rover Discovery Sport SE	46	$49,895	↓	↓	57	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility.
Land Rover Range Rover Evoque SE	46	$56,997	↓	↓	56	20	Front-seat comfort, fit and finish, agility, braking.	Ride, controls, visibility, hesitation off the line.
SUVs: LUXURY MIDSIZED								
✓ **BMW X5** xDrive40i	92	$68,730	⇈	⇈	94	23	Ride, quietness, acceleration, transmission, braking, seat comfort, fit and finish.	Controls require a learning curve.
✓ **BMW X5** xDrive50e 🌿	88	$82,945	○	⇈	98	21	Quick acceleration, can run as an EV part-time, comfortable ride, braking, seat comfort, fit and finish.	Controls have a steep learning curve, fuel economy as a hybrid is worse than regular X5.
✓ **Lexus RX350h** Premium+	83	$59,955	↑	↑	86	34	Fit and finish, rear seat room, fuel economy.	Rear/side visibility, unintuitive controls, louder gas engine.
✓ **Porsche Cayenne** Base	81	$79,280	↑	↑	84	21	Handling, quietness, fit and finish, seat comfort.	Controls, ride, uneven power delivery.
✓ **Lexus RX350** Premium+	78	$55,595	↑	↑	79	24	Fit and finish, rear seat room.	Rear/side visibility, unintuitive controls, louder turbo engine.
Mercedes-Benz GLE450	61	$75,090	↓	○	76	20	Acceleration, quietness, seat comfort, fit and finish.	Reliability, controls.
Land Rover Range Rover Sport SE	61	$92,170	↓	↑	81	20	Supple ride, quiet cabin, agile handling, fit and finish, seat comfort.	Complicated controls.
Genesis GV80 Advanced (3.5T)	61	$65,775	↓	↑	75	18	Acceleration, transmission, handling, braking, quietness, fit and finish.	Reliability, fuel economy, controls.
Land Rover Defender SE	47	$70,710	↓	↓	57	18	Acceleration, off-road ability, character.	Fuel economy, braking, controls, agility, step-in height, rear visibility.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LUXURY MIDSIZED 3-ROW								
✓ **Audi Q7** Premium Plus (3.0T)	76	$71,010	I	⌄	87	20	Powertrain, quietness, agility, fit and finish, front- and second-row seat comfort.	Controls have a learning curve.
✓ **Cadillac XT6** Premium Luxury	72	$62,515	I	I	76	18	Ride, quietness, transmission.	Fuel economy, limited seat adjustments, missing some luxury features.
✓ **Acura MDX** Tech	70	$55,125	I	I	74	20	Smooth powertrain, front- and rear-seat comfort, fit and finish.	Controls, braking, must get top trim for some luxury features.
✓ **Infiniti QX60** Luxe	70	$59,835	I	⌄	81	21	Ride, quietness, acceleration, fit and finish.	Long wet stopping distances.
Volvo XC90 T6 Momentum	66	$56,805	⌄	I	80	20	Quietness, seat comfort, fit and finish, visibility, braking.	Reliability, stiff ride, unintuitive controls.
Lincoln Aviator Reserve (3.0T)	62	$64,920	⌄	⌄	78	19	Acceleration, handling, ride, quietness, fit and finish, cargo room.	Reliability, fuel economy, controls, gear selector.
Land Rover Discovery HSE	49	$69,260	⌄	⌄	65	17	Acceleration, ride, quietness, front-seat comfort, fit and finish.	Fuel economy, agility, controls, low rear seat, third-row access.
SUVs: LUXURY LARGE								
✓ **BMW X7** xDrive40i	78	$84,095	I	⌃	90	22	Ride, quietness, acceleration, transmission, seat comfort, fit and finish.	Controls require a learning curve.
✓ **Buick Enclave** Premium	77	$55,680	I	I	82	18	Ride, braking, quietness, interior room, powertrain, infotainment system.	Fuel economy, gear selector.
Mercedes-Benz GLS450	65	$89,030	⌄	I	82	20	Powertrain, ride, quietness, seat comfort, fit and finish.	Reliability, controls.
Cadillac Escalade Premium Luxury	63	$98,740	I	⌃⌃	72	16	Ride, quietness, powertrain, acceleration, fit and finish, seat comfort.	Fuel economy, handling, tall hood cuts front visibility.
Infiniti QX80 Luxe	56	$63,395	I	⌄	62	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road ability.	Fuel economy, handling, access.
Lincoln Navigator Select	54	$86,480	⌄	I	58	16	Quietness, powertrain, second- and third-row seat room.	Fuel economy, front-seat comfort, unintuitive gear selector, clumsy handling.
SUVs: ELECTRIC								
✓ **Kia EV6** Wind 🌿	77	$52,840	I	⌃	86	NA	Acceleration, quietness, braking, handling.	Poor outward visibility, awkward exterior door handles.
✓ **Nissan Ariya** Platinum+ 🌿	70	$63,020	⌃	⌃	70	NA	Acceleration, quiet interior, roomy cabin.	Extra steps to unplug, grabby brake-pedal feel, weak on-board charger.
✓ **Ford Mustang Mach-E** Premium 🌿	70	$55,800	I	⌃	74	NA	Acceleration, handling, quietness.	Fussy door handles, controls.
Hyundai Ioniq 5 SEL 🌿	67	$51,020	⌄	⌃	86	NA	Acceleration, quietness, handling.	Reliability.
Subaru Solterra Limited 🌿	62	$50,432	I	⌄	67	NA	Quick acceleration, agile handling.	Slow charging and short range compared with other EVs, stingy EV-specific displays, no glove box.
Toyota bZ4X Limited 🌿	62	$51,009	I	⌄	67	NA	Quick acceleration, agile handling.	Slow charging and short range compared with other EVs, stingy EV-specific displays, no glove box.
Volkswagen ID.4 Pro S 🌿	56	$50,870	⌄	⌄	75	NA	Acceleration, ride, quietness, roomy interior.	Reliability, controls, unpleasant pedestrian warning sound, brake pedal feel.

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WORSE — BETTER

✓ CR RECOMMENDED

🍃 CR GREEN CHOICE

STANDOUT MODEL

SMALL PICKUP TRUCK

✓ Ford Maverick

78 OVERALL SCORE

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: ELECTRIC 3-ROW								
Mercedes-Benz EQS SUV 450	🍃 58	$111,580	↓	↑	83	NA	Ride, quietness, acceleration, short stopping distances, seat comfort, fit and finish.	Distracting controls, mushy brake-pedal feel.
Tesla Model X Long Range	🍃 53	$109,200	↓	↑	74	NA	Acceleration, handling, front-seat comfort, fit and finish.	Reliability, fussy rear doors, ride, wind noise, rear visibility, controls, no real blind spot warning.
Rivian R1S Adventure	🍃 52	$79,250	↓	⇈	72	NA	Quick acceleration, generous cargo space.	Reliability, stiff ride, unintuitive controls, abrupt regenerative braking, awkward exterior door handles.
SUVs: ELECTRIC LUXURY								
✓ **BMW iX** xDrive50	🍃 84	$92,695	I	↑	91	NA	Ride, quietness, acceleration, agility, seat comfort, fit and finish.	Confusing controls.
✓ **Genesis GV60** Advanced	🍃 75	$60,220	I	↑	86	NA	Acceleration, quiet cabin, front-seat comfort, high quality interior materials.	Modest driving range, distracting controls, compromised rear visibility.
✓ **Lexus RZ** Premium	🍃 74	$63,405	↑	I	70	NA	Comfortable ride, quiet cabin, quick acceleration.	Shorter driving range and slower charging than other EVs, unintuitive controls, long wet stopping distances, no glove box.
✓ **Tesla Model Y** Long Range	🍃 72	$61,190	I	↑	88	NA	Handling, acceleration, braking, seat comfort.	Ride, controls, no real blind spot warning.
✓ **Audi Q8 E-Tron** Premium Plus	🍃 70	$80,450	I	I	86	NA	Ride, quietness, acceleration, seat comfort, fit and finish.	Some controls take getting used to.
✓ **Genesis Electrified GV70** Advanced	🍃 69	$67,595	I	↑	79	NA	Acceleration, quietness, fit and finish, seat comfort.	Controls, inconveniently placed front charging port, rear visibility.
✓ **Audi Q4 E-Tron** Premium Plus	🍃 69	$60,580	I	↓	76	NA	Quiet cabin, acceleration, braking, seat comfort, fit and finish.	Spongy brake pedal, unlit climate controls.

PHOTO: CONSUMER REPORTS JOHN POWERS

⇊ ↓ | ↑ ⇈
WORSE — BETTER

✓ **CR** RECOMMENDED

🌿 **CR** GREEN CHOICE

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: ELECTRIC LUXURY *Continued*								
Jaguar I-Pace HSE 🌿	54	$86,841	↓	↓	72	NA	Acceleration, handling, quietness, fit and finish.	Controls, brake pedal feel, brand reliability , slow public charging.
Mercedes-Benz EQE SUV 350 🌿	54	$84,690	↓	↑	76	NA	Quick acceleration, short dry stopping distance, quiet cabin, comfortable front seats, high quality interior.	Distracting controls, squishy-feeling brakes.
PICKUPS: SMALL								
✓ **Ford Maverick** XLT (2.0T)	78	$29,965	↑	↑	78	23	Competent ride and handling, maneuverability, visibility, access, controls.	Noise, cabin quality.
✓ **Ford Maverick** Hybrid Lariat	77	$32,925	|	⇈	82	37	Fuel economy, visibility, access, controls, short stopping distance on dry pavement.	Cabin quality.
✓ **Hyundai Santa Cruz** XRT (2.5T)	74	$42,050	|	↑	77	24	Acceleration, drives like a car, controls.	Small bed, rear visibility.
PICKUPS: MIDSIZED								
✓ **Honda Ridgeline** RTL	78	$36,480	|	↑	83	20	Ride, quietness, clever in-bed storage and dual-mode tailgate.	Low towing capacity, shallow bed.
Nissan Frontier SV	48	$40,630	↓	↓	67	18	Braking, transmission, controls.	Reliability, ride, tight rear seat, no telescoping steering column.
Jeep Gladiator Sport	45	$46,405	↓	|	52	18	Powertrain, towing capacity, character.	Reliability, handling, wind noise, awkward window controls.
PICKUPS: FULL-SIZED								
Nissan Titan SV (V8)	64	$44,370	|	↓	70	16	Acceleration, braking, roomy cab, light tailgate.	Fuel economy, ride, fit and finish.
Ford F-150 XLT (2.7T)	63	$55,535	↓	|	75	19	Quietness, cabin room, quick acceleration, controls.	Reliability, ride, agility, high step-in.
Chevrolet Silverado 1500 LT (5.3L V8)	56	$50,225	↓	|	78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
GMC Sierra 1500 SLE (5.3L V8)	56	$52,100	↓	|	78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
Chevrolet Silverado 1500 LT (diesel)	56	$50,225	↓	|	78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, long stopping distances, step-in height.
GMC Sierra 1500 SLE (diesel)	56	$52,100	↓	|	78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, long stopping distances, step-in height.
Toyota Tundra SR5 (3.5T)	54	$53,393	↓	|	71	17	Quietness, cabin room, quick acceleration, controls.	Reliability, ride, agility, high step-in.
Ford F-150 Hybrid Lariat (3.5H)	54	$69,935	⇊	↓	79	20	Quietness, cabin room, acceleration, controls, hybrid's generator.	Reliability, ride, agility, high step-in.
PICKUPS: ELECTRIC								
Ford F-150 Lightning Lariat 🌿	69	$80,889	↓	|	81	NA	Acceleration, quietness, roomy cab, front trunk, rides better than regular F-150.	Reliability, distracting controls, long stopping distances.
Rivian R1T Adventure 🌿	58	$74,500	↓	⇈	84	NA	Acceleration, handling, quietness, creative storage spaces.	Reliability, intrusive regenerative braking, unintuitive controls, awkward exterior door handles.

VEHICLE REVIEWS

Comprehensive information to help you make a smart purchase

Behind the Description, Data, and Ratings

1 RECOMMENDED MODELS

These vehicles must have performed well in our testing, have average or better reliability, and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2 MODEL-LINE OVERVIEW

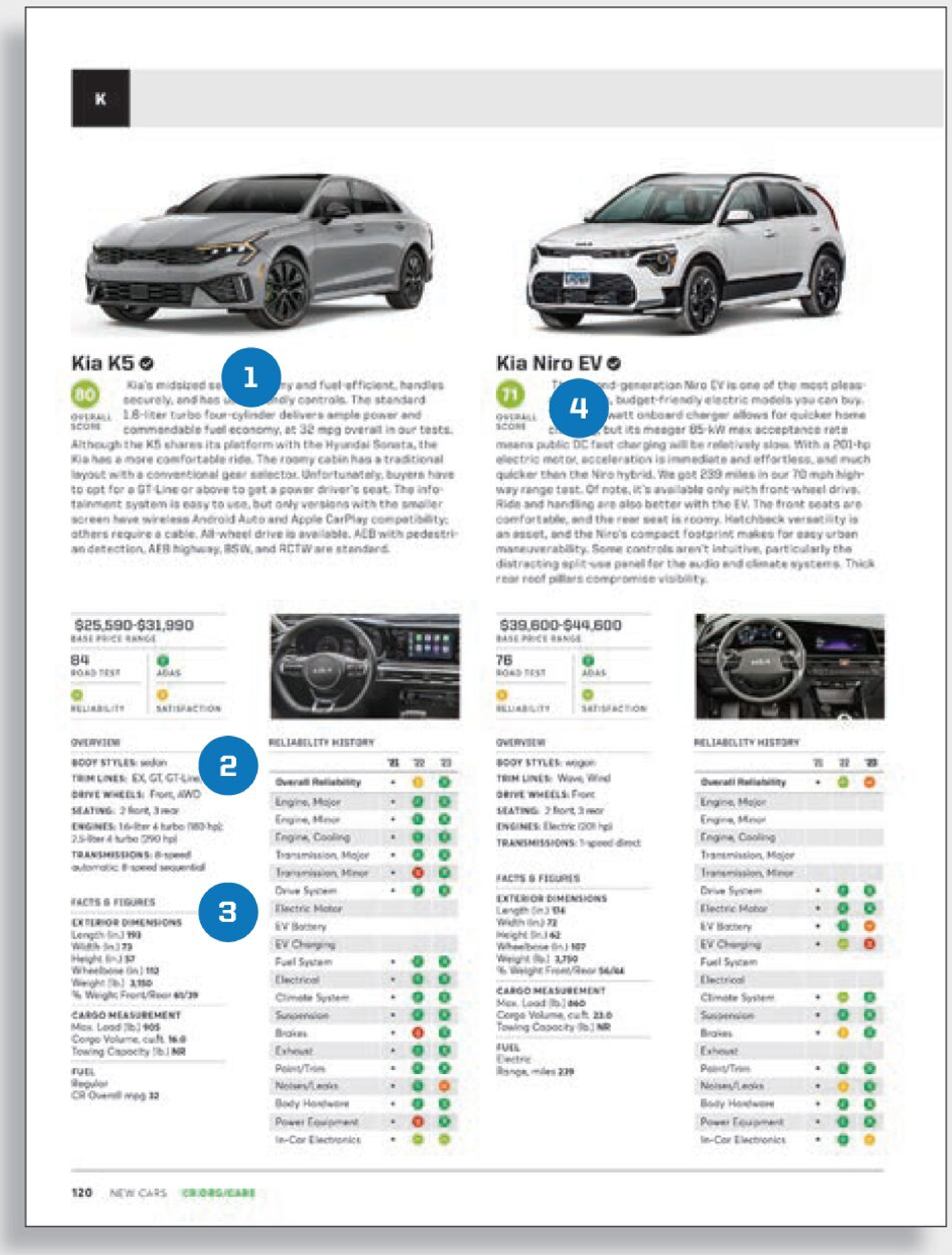
Base Price is the range of the manufacturer's base suggested retail price without options or destination charge for all versions. An "E" indicates that the price is estimated. Models often come in various **Body Styles** and **Trim Lines,** which are versions that differ in standard equipment, available options, and price. Pickup trucks are listed by available cab configurations. **Drive Wheels** notes if the model is available with front-, rear-, all- (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passenger positions available for a model. **Engines** and **Transmissions** show the different powertrain choices.

3 FACTS & FIGURES

Length is measured from bumper to bumper. **Width** is from the outermost side of one fender to the opposite fender. **Height** is from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% Weight Front/Rear** are measured on our scales. Data for untested models come from manufacturers. **Max. Load** includes occupants and luggage, and is specified by the automaker or calculated from the difference between the automaker's specified gross vehicle weight and our tested vehicle weight. **Cargo Volume** for minivans, SUVs, and wagons is the maximum usable volume, measured using an expandable pipe frame box that's adjusted to fit the cargo area with rear seats folded down. Data for models with a trunk come from government figures. **Towing Capacity** is the maximum weight our tested vehicle can pull on a trailer or a typical weight. Untested vehicles use the manufacturer's max rating. **Fuel** gives the recommended types for all the models' engines. Some engines may have different power ratings depending on fuel type. **CR Overall mpg** represents CR's instrumented measurement of a model's overall fuel consumption, based on our city and highway testing, for vehicles with a gasoline engine, including hybrids and plug-in hybrid electric vehicles (PHEVs). We include a range of figures if multiple versions were tested. Untested models have **EPA Combined mpg,** the mix of city and highway mileage figures issued by the Environmental Protection Agency for a typical engine. **Range** is the result of our 70 mph highway range test for electric vehicles. If we have not tested a model, the EPA range is provided, noted with an "E." We include the EPA all-electric range for PHEVs.

4 OVERALL SCORE

This accounts for a vehicle's performance in our road tests; the latest reliability and owner satisfaction results from CR's Annual Auto Surveys; the availability of frontal crash-prevention systems; and, if available, results from NHTSA and IIHS crash tests.



K

Kia K5

80 OVERALL SCORE

Kia's midsized se[illegible]y and fuel-efficient, handles securely, and has u[illegible]ndly controls. The standard 1.6-liter turbo four-cylinder delivers ample power and commendable fuel economy, at 32 mpg overall in our tests. Although the K5 shares its platform with the Hyundai Sonata, the Kia has a more comfortable ride. The roomy cabin has a traditional layout with a conventional gear selector. Unfortunately, buyers have to opt for a GT-Line or above to get a power driver's seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility; others require a cable. All-wheel drive is available. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$25,590-$31,990
BASE PRICE RANGE

84 ROAD TEST · 🟢 ADAS · 🟢 RELIABILITY · 🟡 SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: EX, GT, GT-Line
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 turbo (180 hp); 2.5-liter 4 turbo (290 hp)
TRANSMISSIONS: 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,150**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **16.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	•	🟡	🟢
Engine, Major	•	🟢	🟢
Engine, Minor	•	🟢	🟢
Engine, Cooling	•	🟢	🟢
Transmission, Major	•	🟢	🟢
Transmission, Minor	•	🔴	🟢
Drive System	•	🟢	🟢
Electric Motor			
EV Battery			
EV Charging			
Fuel System	•	🟢	🟢
Electrical	•	🟢	🟢
Climate System	•	🟢	🟢
Suspension	•	🟢	🟢
Brakes	•	🔴	🟢
Exhaust	•	🟢	🟢
Paint/Trim	•	🟢	🟢
Noises/Leaks	•	🟢	🟠
Body Hardware	•	🟢	🟢
Power Equipment	•	🔴	🟢
In-Car Electronics	•	🟢	🟢

Kia Niro EV

71 OVERALL SCORE

Th[illegible]nd-generation Niro EV is one of the most pleas[illegible], budget-friendly electric models you can buy. [illegible]watt onboard charger allows for quicker home ch[illegible], but its meager 85-kW max acceptance rate means public DC fast charging will be relatively slow. With a 201-hp electric motor, acceleration is immediate and effortless, and much quicker than the Niro hybrid. We got 239 miles in our 70 mph highway range test. Of note, it's available only with front-wheel drive. Ride and handling are also better with the EV. The front seats are comfortable, and the rear seat is roomy. Hatchback versatility is an asset, and the Niro's compact footprint makes for easy urban maneuverability. Some controls aren't intuitive, particularly the distracting split-use panel for the audio and climate systems. Thick rear roof pillars compromise visibility.

$39,600-$44,600
BASE PRICE RANGE

76 ROAD TEST · 🟢 ADAS · 🟡 RELIABILITY · 🟢 SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Wave, Wind
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (201 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **107**
Weight (lb.) **3,750**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **23.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **239**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	•	🟢	🟠
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	•	🟢	🟢
Electric Motor	•	🟢	🟢
EV Battery	•	🟢	🟠
EV Charging	•	🟢	🔴
Fuel System			
Electrical			
Climate System	•	🟢	🟢
Suspension	•	🟢	🟢
Brakes	•	🟡	🟢
Exhaust			
Paint/Trim	•	🟢	🟢
Noises/Leaks	•	🟡	🟢
Body Hardware	•	🟢	🟢
Power Equipment	•	🟢	🟢
In-Car Electronics	•	🟢	🟡

120 NEW CARS CR.ORG/CARS

continued from page 55

We deduct points if a vehicle's transmission gear selector lacks fail-safes. We add or deduct points depending on whether the tested vehicle provides adequate driver monitoring on active driving assistance systems. Untested vehicles will have an "NA."

Reliability is our forecast of how well a new model is likely to hold up, based on the problems that CR members reported.

Satisfaction comes from CR's Auto Surveys, in which we asked owners whether they would definitely buy or lease their particular vehicle again. Some brand-new models without previous history are given "NA" in Reliability and Satisfaction.

Road Test is the final score from our more than 50 tests. Some tests, such as braking and fuel economy, are empirical and measured with instruments; those for categories such as seat comfort and noise are graded by our experts.

ADAS identifies whether a vehicle has frontal crash-prevention systems: automatic emergency braking that operates at highway speeds (AEB highway), a pedestrian detection system (Pedestrian), blind spot warning (BSW), and rear cross traffic warning (RCTW). We use Opt. to indicate the system is available on some versions; "NA" means no system is offered. Models with all four systems standard are assigned a ⏫; those with standard AEB and pedestrian detection receive a 🔼; those that only have AEB standard receive a ●.

We include a range for Overall and Road Test Scores, Reliability, and Owner Satisfaction to indicate we have test or survey data on several versions.

How to Read CR's Reliability Charts

These charts are based on owner data from our Annual Auto Surveys. The **Overall Reliability** rating indicates how many problems a model has had compared with the average problem rate for vehicles of the same model year.

We derive this from CR members, who reported on any problems they had with their vehicles during the 12 months prior to the survey that were considered serious because of cost, failure, safety, or downtime. Our calculations give extra weight to the areas of engine, major; engine cooling; transmission, major; drive system, EV motor, and EV battery because they can be serious and expensive to repair.

The reliability of a 2024 or early 2025 model is taken from the average of a model's **Overall Reliability** for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2024 or 2025. Several model years' data are a better predictor than the most recent model year.

One or two years' data may be used if the model was redesigned in 2023 or 2022, or if there was insufficient data for some years. If there was insufficient sample size for a model in a given year, the model year brand reliability score is used to supplement that year to calculate the predicted reliability.

To see a model's individual strengths and weaknesses, look at the scores in the **Trouble Spots,** which are based on the percentage of respondents who reported problems in each trouble spot compared with the average model for that year.

Models that score a ⏬ are not necessarily unreliable but have a higher rate of problems than the average model. Similarly, models that score a ⏫ are not necessarily problem-free but had relatively few problems compared with other models.

In the charts, a model year in bold identifies the year of a major redesign or the first year of introduction. Years with insufficient data are noted with a column of asterisks (*).

The Trouble Spots

- **Engine, Major** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

- **Engine, Minor** Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping.

- **Engine Cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

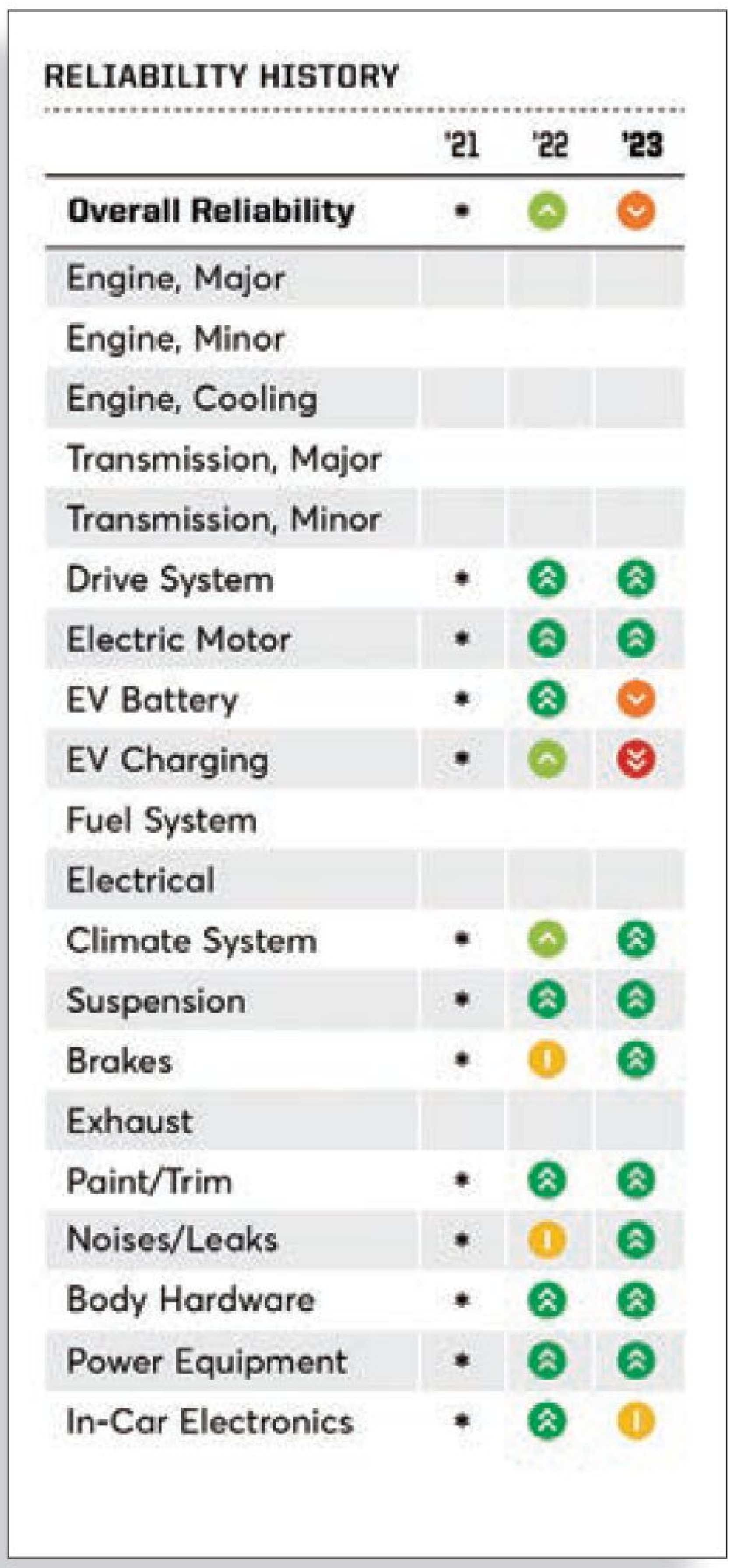
- **Transmission, Major** Transmission rebuild or replacement, torque converter, premature clutch replacement.

- **Transmission, Minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment.

- **Drive System** Driveshaft or axle, CV joint, differential, transfer case, driveline vibration, traction control, electronic stability control (ESC).

- **Electric Motor** Electric drive motor rebuild, replacement, or malfunction.

HOW THE RATINGS ARE CALCULATED



RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	•	↑	↓
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	•	⇈	⇈
Electric Motor	•	⇈	⇈
EV Battery	•	⇈	↓
EV Charging	•	↑	⇊
Fuel System			
Electrical			
Climate System	•	↑	⇈
Suspension	•	⇈	⇈
Brakes	•	!	⇈
Exhaust			
Paint/Trim	•	⇈	⇈
Noises/Leaks	•	!	⇈
Body Hardware	•	⇈	⇈
Power Equipment	•	⇈	⇈
In-Car Electronics	•	⇈	!

HOW WE DETERMINE THE SCORES

Average Percentage of Cars With a Reported Issue

	'21	'22	'23
Engine, Major	<1	<1	<1
Engine, Minor	<1	<1	<1
Engine, Cooling	<1	<1	<1
Transmission, Major	<1	<1	<1
Transmission, Minor	<1	<1	<1
Drive System	<1	<1	<1
Electric Motor	<1	<1	<1
EV Battery	3	2	<1
EV Charging	2	2	1
Fuel System	1	<1	<1
Electrical	<1	<1	<1
Climate System	1	1	<1
Suspension	1	<1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	<1	1	<1
Noises/Leaks	1	1	1
Body Hardware	1	1	1
Power Equipment	1	1	1
In-Car Electronics	4	4	2

This chart shows the average rates of problems in each trouble spot by model year for the vehicles in CR's Annual Auto Surveys.

For example, about 1 percent of 2023 EVs had EV Charging problems, on average. The reliability chart on the left shows the Kia Niro EV scores a ⇊ (much worse than average) because 3.7 percent of them had a problem in this area.

For 2022 models, the average rate of In-Car Electronics problems among vehicles in our survey was 4 percent. Because no Niro EV owners reported a problem in this category, it scores ⇈ (much better than average).

Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage.

The 2023 models in our survey were generally less than 6 months old at the time of the survey, and should have few problems, if any. We note models that have been redesigned or newly introduced by highlighting the model years in **bold.**

- **EV Battery** Hybrid/electric battery replacement, hybrid/electric battery malfunction, hybrid/electric battery cooling problems.

- **EV Charging** Charges too slowly, charge connection problem, won't charge at home, won't work with public chargers, won't fully charge, charging port problem, won't DC fast charge.

- **Fuel System** Sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, problems filling the tank.

- **Electrical** Alternator, starter, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, spark plug and wire failure, auto stop/start.

- **Climate System** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leaks, electrical failure, controls not available on infotainment screen.

- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.

- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.

- **Paint/Trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

- **Noises/Leaks** Squeaks or rattles, seals or weather stripping, air or water leaks.

- **Body Hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, heated or cooled seats, heated steering wheel, safety belts, sunroof, convertible top, glass defect.

- **Power Equipment** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior lights, horn, gauges, 12V power plug, remote engine start, alarm or security system, headlights, automatic headlights, automatic wipers, wireless charging pad.

- **In-Car Electronics** Audio systems, backup/parking camera, entertainment system, navigation system, communication system, hardware replacement, over-the-air updates, head-up display.

Acura Integra ✓

71 OVERALL SCORE

Acura resurrected the Integra name for its entry-level four-door hatchback. It's essentially an upscale version of the Civic and is powered by a 200-hp, 1.5-liter turbo four-cylinder shared with the sporty Civic Si. The top version, the Type S, comes with a 320-hp, 2.0-liter turbo four paired to a six-speed manual. Most versions have a continuously variable transmission, which dilutes the Integra's sporting pretense; we much prefer the slick-shifting six-speed manual. Handling is responsive, but the ride is choppy and the car suffers from excessive road noise. The controls are simple but are barely differentiated from the Civic's, and the same goes for much of the interior design and layout. As such, the Integra lacks the premium ambience of its entry-level luxury competitors.

$31,800-$51,800
BASE PRICE RANGE

79 ROAD TEST

⇈ ADAS

! RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: A-Spec, Base, Tech, Type S

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (200 hp); 2.0-liter 4 turbo (320 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **3,095**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **24.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	'22	**'23**
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Electric Motor			
EV Battery			
EV Charging			
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Acura MDX ✓

70 OVERALL SCORE

The MDX is a functional three-row midsized luxury SUV that's priced lower than German competitors. The standard 290-hp V6 engine is slick and is paired with a 10-speed automatic, a powertrain that works well. Fuel economy is 20 mpg overall. The top-of-the-line Type S has a smooth, powerful 355-hp, 3.0-liter turbo V6. The ride is comfortable, and handling is secure but mundane. The front seats are wide and supportive, and the interior is well made. The rear seat's midsection is removable, which creates an aisle to the third row. The MDX's biggest knock is the infotainment system's reliance on a finicky touchpad to interact with the screen; we found it distracting to use, forcing the driver to look too long at the screen and away from the road.

$50,150-$73,800
BASE PRICE RANGE

74 ROAD TEST

⇈ ADAS

! RELIABILITY

! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advance, A-Spec, Base, Tech, Type S, Type S Advance

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter V6 turbo (355 hp); 3.5-liter V6 (290 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **79**
Height (in.) **67**
Wheelbase (in.) **114**
Weight (lb.) **4,495**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,175**
Cargo Volume, cu.ft. **37.0**
Towing Capacity (lb.) **5,000**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	**'22**	'23
Overall Reliability		↑	↓
Engine, Major		⇈	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	⇈
Drive System		↑	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇈	⇈
Electrical		⇈	⇈
Climate System		⇈	↑
Suspension		↑	!
Brakes		!	!
Exhaust		⇈	⇈
Paint/Trim		⇈	!
Noises/Leaks		⇈	⇊
Body Hardware		⇈	!
Power Equipment		!	⇈
In-Car Electronics		⇈	⇊

⇊ ↓ ǀ ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Acura RDX ✓

81 OVERALL SCORE

The RDX drives nicely, but it has confusing and distracting controls. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic. It's an energetic powertrain once it gets past some initial hesitation off the line. We got 22 mpg overall, which is a bit below average for the class. The RDX feels lively and engaging, thanks to its nimble handling. The fussy touchpad, which is the only way to interact with the infotainment screen, is frustrating to use. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector also takes some practice to master. The seats are comfortable, and the interior room is on a par with the class.

$44,350-$54,150
BASE PRICE RANGE

80 ROAD TEST	⇈ ADAS
↑ RELIABILITY	ǀ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Advance, A-Spec, A-Spec Advance, Base, Tech
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (272 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **108**
Weight (lb.) **4,005**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **940**
Cargo Volume, cu.ft. **33.0**
Towing Capacity (lb.) **1,500**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↓	⇈	⇈
Body Hardware	ǀ	ǀ	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	ǀ	ǀ	⇊

Acura TLX ✓

69 OVERALL SCORE

The sleek TLX is larger than competing compact sports sedans, yet it isn't any roomier. The standard 272-hp, 2.0-liter turbo four-cylinder and 10-speed automatic make for an energetic pairing but return an unimpressive 23 mpg overall. Front-wheel drive is standard, with all-wheel drive optional. A sporty Type S version with AWD uses a stronger 355-hp, 3.0-liter turbo V6 and is quite capable when the road gets twisty. While the TLX's ride is comfortable and handling is nimble, there's too much road and engine noise, undermining the premium pretense. The front seats are supportive, but the rear seat is tight, and the car's low stance hurts cabin access. The touchpad-based infotainment system is very distracting to use.

$45,000-$57,000
BASE PRICE RANGE

66 ROAD TEST	⇈ ADAS
↑ RELIABILITY	ǀ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: A-Spec, Tech, Type S
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (272 hp); 3.0-liter V6 turbo (355 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **75**
Height (in.) **56**
Wheelbase (in.) **113**
Weight (lb.) **3,965**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	*	*
Engine, Major	⇈	*	*
Engine, Minor	↓	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	⇈	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	*
Electrical	⇈	*	*
Climate System	ǀ	*	*
Suspension	⇈	*	*
Brakes	⇈	*	*
Exhaust	⇈	*	*
Paint/Trim	↓	*	*
Noises/Leaks	⇊	*	*
Body Hardware	⇈	*	*
Power Equipment	⇈	*	*
In-Car Electronics	⇊	*	*

Acura ZDX

NA
OVERALL SCORE

Acura co-developed the ZDX with GM, and the EV shares much of its platform and technology with the Cadillac Lyriq. The ZDX A-Spec version is available with single or dual electric motors, the latter giving it all-wheel drive. The single motor produces 358 hp and has an estimated range of 313 miles, while the AWD version can go 304 miles on a charge. The Type S has two electric motors making 500 hp and a range of 278 miles. All versions use a 102-kilowatt-hour battery and have a maximum DC fast-charging acceptance rate of 190 kW. The cabin features an 11-inch digital instrument panel and an 11.3-inch infotainment touchscreen. Many of the interior controls, including the steering wheel, gear selector, and stalks, are from GM. A version of GM's hands-free active driving assistance system is available.

$64,500-$74,500
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: A-Spec, Type S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (340 hp); Electric (500 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **77**
Height (in.) **64**
Wheelbase (in.) **122**
Weight (lb.) **5,905**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Electric
Range, miles **315 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Alfa Romeo Giulia

56
OVERALL SCORE

Alfa's compact luxury sedan corners and steers like a sports car. The standard 280-hp, 2.0-liter turbo four-cylinder is mated to an eight-speed automatic and provides punchy acceleration in both rear- and all-wheel-drive versions. The firm ride absorbs most bumps, but it's less plush than many of its competitors. Fuel economy is commendable at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short bottom cushion and a limited range of adjustments, and the cabin isn't as quiet as that of its peers. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version is to be discontinued this year.

$43,340-$81,370
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Competizione, Quadrifoglio, Sprint, Ti, Veloce

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,695**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **12.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Alfa Romeo Stelvio

57 OVERALL SCORE

The Stelvio compact luxury SUV delivers fantastic handling that makes it fun to drive on a twisty road. But it forces owners to contend with a few annoying quirks on a daily basis. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that emits a satisfying sound and gets 24 mpg overall on premium gasoline. While the ride is somewhat jittery, the suspension absorbs bumps rather well. Among the constant annoyances are a driving position with a limited range of seat adjustments and obstructed rear and side visibility. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version is to be discontinued this year.

$45,950-$87,370
BASE PRICE RANGE

74 ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Competizione, Quadrifoglio, Sprint, Ti, Veloce

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **111**
Weight (lb.) **4,020**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **990**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **3,000**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Alfa Romeo Tonale

56 OVERALL SCORE

The Jeep Compass-based Tonale small luxury SUV slots under the Alfa Stelvio in price and size. It comes standard as a plug-in hybrid electric vehicle, with a 1.3-liter turbocharged four-cylinder driving the front wheels and an electric motor sending power to the rear, giving the Tonale a combined 285 hp and all-wheel drive. We found it quite quick, but the power delivery is inconsistent. The EPA estimates the Tonale can drive 32 miles on electric power, and we measured 29 mpg when it operates as a hybrid. Handling is rather mundane for an Alfa, and the ride is stiff, the cabin is loud, and interior materials are unimpressive for the price. As a member of the Stellantis conglomerate, the Tonale is related to the Dodge Hornet and gets the Uconnect 5 infotainment system. We found many of the controls unintuitive to use.

$43,845-$48,840
BASE PRICE RANGE

71 ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Sprint, Ti, Veloce

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.3-liter 4 turbo plug-in hybrid (285 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **104**
Weight (lb.) **4,210**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,250**
Cargo Volume, cu.ft. **24.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric or Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Audi A3 ✓

76
OVERALL SCORE

The A3 packs a solid and upscale feel into a small package. The front seats are comfortable, and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp, turbocharged four-cylinder and a seven-speed dual-clutch automatic with a mild-hybrid setup come standard. The transmission can be clunky and hesitant at low speeds, but once underway the A3 delivers responsive acceleration and outstanding fuel economy of 31 mpg overall on regular fuel. The ride is firm yet steady and comfortable. Handling is nimble, but it's the S3 and RS 3 versions that are the true high-performance models. The A3 now has the same infotainment and connectivity features as the rest of the Audi line. Both BSW and RCTW are optional.

$35,800-$62,300
BASE PRICE RANGE

85 ROAD TEST	🟢 ADAS
🟡 RELIABILITY	🟡 SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Premium, Premium Plus, Prestige, RS 3, S3

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (306 hp); 2.5-liter 5 turbo (401 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **104**
Weight (lb.) **3,495**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **11.0**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Audi A4 ✓

71
OVERALL SCORE

One of the reasons the A4 is among the best luxury compact sports sedans is its enjoyable driving experience. The punchy 2.0-liter turbo four-cylinder is paired with a seven-speed dual-clutch automatic, driving all four wheels. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The driver's instrument panel shows pertinent information in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. The Allroad wagon adds versatility, and the sportier S4 uses a turbo V6. The A5 coupe, convertible, and hatchback are based on the A4. BSW and RCTW are optional.

$41,900-$61,800
BASE PRICE RANGE

88 ROAD TEST	🟢 ADAS
🟡 RELIABILITY	🟡 SATISFACTION

OVERVIEW

BODY STYLES: sedan; wagon

TRIM LINES: allroad, Premium, Premium Plus, Prestige, S4

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (261 hp); 3.0-liter V6 turbo (349 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **73**
Height (in.) **56**
Wheelbase (in.) **111**
Weight (lb.) **3,630**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **13.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	🟡	*	🟡
Engine, Major	🟢	*	🟢
Engine, Minor	🔴	*	🟢
Engine, Cooling	🟢	*	🟢
Transmission, Major	🟢	*	🟢
Transmission, Minor	🟢	*	🟢
Drive System	🟢	*	🟢
Electric Motor			
EV Battery			
EV Charging			
Fuel System	🔴	*	🟢
Electrical	🟢	*	🟢
Climate System	🟢	*	🟢
Suspension	🟢	*	🟢
Brakes	🟢	*	🟠
Exhaust	🟢	*	🟢
Paint/Trim	🟢	*	🟢
Noises/Leaks	🟢	*	🟢
Body Hardware	🟡	*	🟠
Power Equipment	🟡	*	🟢
In-Car Electronics	🔴	*	🔴

Audi A6 ✓

76 OVERALL SCORE

Most versions of the midsized A6 come with a 2.0-liter turbo four-cylinder engine, while a 3.0-liter turbo V6 is optional. The seven-speed dual-clutch automatic can be short on refinement at low speeds, and the car hesitates a bit from a rolling stop. Ultimately, the 2.0-liter proved to be plenty energetic and returned a commendable 26 mpg overall in our tests. Good agility through corners makes the A6 feel sporty. The ride is taut and firm but still comfortable. The quiet cabin is a delight in terms of fit and finish, and the supportive front seats are extremely comfortable. The infotainment system is daunting to use at first but ultimately is logical. The high-performance RS 6 wagon uses a 4.0-liter turbo V8. Both BSW and RCTW are optional. The A7 is a stylish four-door hatchback.

$58,100-$125,800
BASE PRICE RANGE

91 ROAD TEST	⌃ ADAS
! RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: sedan; wagon

TRIM LINES: Allroad, Premium, Premium Plus, Prestige, RS 6, S6

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (621 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **115**
Weight (lb.) **4,015**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Audi A8 ✓

74 OVERALL SCORE

Audi's flagship features a smooth, powerful turbo V6 and a slick eight-speed automatic. Together, they returned 21 mpg overall in our tests, which is impressive for a large all-wheel-drive sedan. A high-performance S8 comes with a turbo V8 engine. The infotainment system looks complex at first, but we found it to be logical to use. The lack of physical controls is not ideal, but we like how the touchscreen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive but not agile. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments, while the rear seat has limolike room. BSW and RCTW are optional, a serious oversight for a car in this price range.

$90,900-$123,400
BASE PRICE RANGE

91 ROAD TEST	⌃ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 55 TFSI, S8

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (563 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **209**
Width (in.) **77**
Height (in.) **59**
Wheelbase (in.) **123**
Weight (lb.) **4,810**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **13.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Audi Q3 ✓

70 OVERALL SCORE

The Q3 is a pleasant-driving SUV that packs luxury and practicality into a small package. A 228-hp, 2.0-liter turbo four-cylinder paired with an eight-speed automatic makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The 23 mpg overall fuel economy isn't stellar, but at least the Q3 takes regular-grade gasoline. An uncluttered dashboard features well-labeled buttons and an easy-to-use touchscreen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available.

$37,400-$42,200
BASE PRICE RANGE

82 ROAD TEST	⇈ ADAS
❙ RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Premium, Premium Plus

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (184 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **73**
Height (in.) **63**
Wheelbase (in.) **106**
Weight (lb.) **3,880**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,090**
Cargo Volume, cu.ft. **24.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	❙	⇊	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⌄	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⌄	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	❙	⇊	*
Electrical	⇈	⇈	*
Climate System	⇈	⇊	*
Suspension	⇈	⌄	*
Brakes	⇊	⇊	*
Exhaust	⇈	⌄	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇊	⌄	*
Body Hardware	⇈	⇈	*
Power Equipment	❙	⇈	*
In-Car Electronics	⇈	⌄	*

Audi Q4 E-Tron ✓

69 OVERALL SCORE

The Q4 E-Tron electric SUV shares its platform with Volkswagen's ID.4. The 50 E-Tron Quattro we tested (now called 55 E-Tron) has an 82-kWh battery pack with a 295-hp, dual-motor setup and all-wheel drive. We got a highway driving range of 226 miles. Updates let the 55 accept a charging output of 175 kilowatts when using a DC fast charger in public places. Level 2 home charging from near-empty takes 9 hours. Power delivery is smooth, quiet, and effortless, and acceleration is measured rather than abrupt as with some EVs. Handling is responsive, and the ride is firm but composed. The nicely finished interior has an uncluttered design, and the front seats are comfortable and supportive. There's also a 201-hp, rear-drive 40 E-Tron with an EPA 265-mile driving range. The Q4 Sportback E-Tron is a coupelike version that compromises cargo space.

$49,800-$65,200
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
❙ RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV

TRIM LINES: Premium, Premium Plus, Prestige

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp); Electric (335 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **4,910**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,645**

FUEL
Electric
Range, miles **226**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

⇊ ↓ ! ↑ ⇈
WORSE —— BETTER

✓ RECOMMENDED

Audi Q5

67 OVERALL SCORE

The Q5 is among the best compact luxury SUVs. It has nimble and secure handling, a compliant and controlled ride, and a quiet cabin. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. Fit and finish is impressive, and the seats are comfortable and supportive. The 55 TFSI e plug-in hybrid version has an EPA-estimated electric-only range of 23 miles. A coupelike Sportback version and a high-performance SQ5 are also available. A redesigned Q5 is due to debut in the near future.

$45,300-$69,200
BASE PRICE RANGE

82 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV

TRIM LINES: Plug -in hybrid, Premium, Premium Plus, Prestige, SQ5

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (261 hp); 2.0-liter 4 plugin hybrid (362 hp); 3.0-liter V6 turbo (349 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **75**
Height (in.) **65**
Wheelbase (in.) **111**
Weight (lb.) **4,140**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **27.0**
Towing Capacity (lb.) **4,400**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	!
Engine, Major	⇈	!	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	↑
Climate System	!	↓	⇈
Suspension	⇊	⇈	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	↑	⇈
Noises/Leaks	!	↑	⇈
Body Hardware	↓	!	!
Power Equipment	↓	⇊	!
In-Car Electronics	⇊	↓	↓

Audi Q7 ✓

76 OVERALL SCORE

The Q7 is one of the most impressive three-row luxury SUVs. With its optional turbocharged V6, it is quick, quiet, and effortless. Agile handling and a beautiful interior complete the package. A 2.0-liter turbo engine is standard. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The excellent first- and second-row seats are comfortable, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable after some practice. The SQ7 uses a 500-hp, 4.0-liter turbo V8. The Q8 is a sportier five-seat version of the Q7.

$59,500-$94,900
BASE PRICE RANGE

87 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Premium, Premium Plus, Prestige, SQ7

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (261 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (500 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **118**
Weight (lb.) **5,080**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,365**
Cargo Volume, cu.ft. **35.5**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	*	*
Engine, Major	⇈	*	*
Engine, Minor	!	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	↑	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	*	*
Electrical	⇊	*	*
Climate System	⇈	*	*
Suspension	↑	*	*
Brakes	↑	*	*
Exhaust	⇈	*	*
Paint/Trim	⇈	*	*
Noises/Leaks	⇊	*	*
Body Hardware	⇊	*	*
Power Equipment	↑	*	*
In-Car Electronics	⇊	*	*

Audi Q8 E-Tron ✓

70
OVERALL SCORE

A 2024 freshening added Q8 to the E-Tron name, along with a larger battery that gives it an EPA-estimated 285-mile range, a 65-mile increase over the original model. Horsepower has increased from 355 to 402. A three-motor SQ8 version brings 496hp and an EPA-estimated range of up to 253 miles. The DC fast-charger acceptance rate is now 170 kilowatts. This all-electric luxury midsized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a standard air suspension for a supremely comfortable ride. It's quick and super-quiet, which makes the Q8 E-Tron glide along smoothly and effortlessly. Although handling is responsive, it's less athletic than a BMW iX or Jaguar I-Pace. A coupelike Sportback is also available.

$74,400-$98,600
BASE PRICE RANGE

86
ROAD TEST

⏫
ADAS

🟡
RELIABILITY

🟡
SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV

TRIM LINES: Launch Edition, Premium, Premium Plus, Prestige, SQ8

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (402 hp); Electric (496 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **76**
Height (in.) **66**
Wheelbase (in.) **115**
Weight (lb.) **5,795**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **28.0**
Towing Capacity (lb.) **4,000**

FUEL
Electric
Range, miles **285 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

BMW 2 Series ✓

80
OVERALL SCORE

The 2 Series Coupe is a thoroughbred BMW using a more performance-oriented rear-wheel-drive platform than the 2 Series Gran Coupe's. In 230i guise it has a 255-hp, turbo four-cylinder, while the M240i gets a 382-hp, turbo inline-six. Both come with rear- or all-wheel drive. The eight-speed automatic is smooth and quick. The 453-hp M2 can be had with a six-speed manual. Even with the base engine, the car pulls strongly and the engine sounds lovely, and it managed a commendable 31 mpg overall in our testing. Handling is agile, and the ride is taut yet refined. The cabin is nicely finished, and the front seats are comfortable, though the rear seat is tight. Recently, the infotainment system got a large, curved screen that serves as the climate and media interface. AEB with pedestrian detection, BSW, and RCTW are standard, but highway-speed AEB is optional.

$38,400-$63,200
BASE PRICE RANGE

85
ROAD TEST

🔼
ADAS

🔼
RELIABILITY

🔼
SATISFACTION

OVERVIEW

BODY STYLES: coupe

TRIM LINES: 230i, M2, M240i

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (453 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **72**
Height (in.) **55**
Wheelbase (in.) **108**
Weight (lb.) **3,440**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **755**
Cargo Volume, cu.ft. **10.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ! ↑ ⇈
WORSE ⟷ BETTER

✓ RECOMMENDED

BMW 2 Series Gran Coupe ✓

74
OVERALL SCORE

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 small SUV. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive-based design shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive eight-speed automatic. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. Highway-speed AEB is optional.

$38,400-$48,300
BASE PRICE RANGE

76 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 228i, 228i xDrive, M235i xDrive

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (301 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **71**
Height (in.) **56**
Wheelbase (in.) **105**
Weight (lb.) **3,475**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **930**
Cargo Volume, cu.ft. **12.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW 3 Series ✓

78
81
OVERALL SCORE

The 3 Series blends driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy 2.0-liter turbo four-cylinder paired with a smooth and responsive eight-speed automatic. Handling is nimble, but the ride is quite firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is not as logical as previous versions, and most climate control buttons have been moved into the touchscreen. The M340i uses a 3.0-liter turbo six-cylinder, which is a gem of a powertrain. The 330e plug-in hybrid electric version can drive on electric power for about 20 miles before transitioning to regular hybrid operation, where it managed 28 mpg. BSW, RCTW, and highway-speed AEB are optional. The 4 Series is a sleeker coupe or convertible version.

$44,500-$118,700
BASE PRICE RANGE

86-87 ROAD TEST	! ADAS
! RELIABILITY	!-⇈ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 330e, 330i, M3, M340i, M3 Competition

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 turbo plug-in hybrid (288 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,640**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **809**
Cargo Volume, cu.ft. **17.0**
Towing Capacity (lb.) **NR**

FUEL
Electric or Premium
CR Overall mpg **28-29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	!
Engine, Major	!	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	!	!	⇈
Suspension	↑	⇈	⇈
Brakes	!	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	↑	⇈	↓
Power Equipment	↑	⇈	!
In-Car Electronics	⇈	↑	⇈

BMW 5 Series

NA
OVERALL SCORE

The new 5 ups the ante on luxury, refinement, technology and handling agility. The 530i uses a 255-hp, 2.0-liter turbocharged four-cylinder engine and is available with rear- or all-wheel drive, while the AWD-only 540i is powered by a powerful 375-hp, 3.0-liter turbocharged inline-six. A plug-in hybrid version is coming soon. All engines are mated to a smooth-shifting eight-speed automatic. Handling is taut and agile, while the ride is firm yet comfortable and composed. The front seats are supportive, and the rear has decent room. The interior is luxurious and high-tech, and features an all-digital instrument display and a massive 14.9-inch center touchscreen. A full suite of active safety and driver assistance features is standard, and a hands-free driving assistance system is optional.

$57,900-$64,900
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
! RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 530i, 540i, 550e

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **75**
Height (in.) **60**
Wheelbase (in.) **118**
Weight (lb.) **4,160**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **18.0**
Towing Capacity (lb.) **NR**

FUEL
Electric or Premium
EPA combined **30**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	🔼	🔽	*
Engine, Major	⏫	⏫	*
Engine, Minor	⏫	⏫	*
Engine, Cooling	⏫	⏫	*
Transmission, Major	⏫	🔼	*
Transmission, Minor	⏫	⏫	*
Drive System	⏫	⏫	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	!	*
Electrical	🔼	⏫	*
Climate System	🔼	⏬	*
Suspension	⏫	⏫	*
Brakes	⏬	⏫	*
Exhaust	⏫	⏫	*
Paint/Trim	⏫	🔼	*
Noises/Leaks	🔼	⏫	*
Body Hardware	⏫	⏬	*
Power Equipment	⏫	🔼	*
In-Car Electronics	🔼	🔼	*

BMW 7 Series

NA
OVERALL SCORE

In redesigning the flagship 7 Series, BMW also introduced an EV version called the i7. It is available with a slick turbo inline six-cylinder and a muscular V8, both of which have an eight-speed automatic and a 48-volt mild-hybrid system to optimize fuel economy and support accessories. The all-wheel-drive i7 is rated for a maximum 321 miles of range. The interior is extremely luxurious, and the rear seat is very roomy with or without the optional lounge seating that allows reclining. Ride comfort is superb, the cabin is quiet, handling is agile thanks to the rear steering, and power is abundant. Highway-speed AEB is optional. A hands-free highway driving assistance feature that works at speeds up to 85 mph is available. A plug-in hybrid version is new.

$96,400-$121,300
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
! RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 740i, 750e xDrive, 760i xDrive, i7 eDrive50, i7 xDrive60, M70 xDrive

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (449 hp); Electric (536 hp); Electric (650 hp); 3.0-liter 6 turbo (375 hp); 3.0-liter 6 hybrid (483 hp); 4.4-liter V8 turbo (536 hp)

TRANSMISSIONS: 8-speed automatic; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **212**
Width (in.) **77**
Height (in.) **61**
Wheelbase (in.) **127**
Weight (lb.) **5,095**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,125**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **NR**

FUEL
Electric or Premium
EPA combined **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW i4 ✓

83
OVERALL SCORE

The i4 is a low-slung EV hatchback that is based on a modified 3 Series platform. It's quick and agile, and has an impeccably finished interior. New for 2024, the 396-hp, all-wheel-drive xDrive40 has the longest EPA-estimated driving range in the lineup, at 307 miles. The 536-hp, AWD M50 we tested delivers thrilling, effortless acceleration and a highway range of 318 miles. We were able to gain 65 miles of range in 15 minutes at public DC fast-charging venues, thanks to the i4's competitive 195-kilowatt max acceptance rate. The ride is taut yet compliant, and the cabin is wonderfully silent. The front seats are comfortable and supportive, but rear-seat space is tight. BMW's latest infotainment system packs too many controls into the touchscreen, adding to driver distraction. Highway-speed AEB is optional.

$52,200-$69,700
BASE PRICE RANGE

91 ROAD TEST	↑ ADAS
I RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: eDrive35, eDrive40, M50, xDrive40

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (281 hp); Electric (335 hp); Electric (396 hp); Electric (536 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **5,020**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **10.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **318**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	I
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	⇈
Electric Motor		*	⇈
EV Battery		*	⇈
EV Charging		*	⇊
Fuel System			
Electrical			
Climate System		*	⇈
Suspension		*	⇈
Brakes		*	⇈
Exhaust			
Paint/Trim		*	⇈
Noises/Leaks		*	⇈
Body Hardware		*	⇈
Power Equipment		*	↑
In-Car Electronics		*	⇈

BMW i5

NA
OVERALL SCORE

For the first time ever, the 5 Series features an all-electric version. Dubbed i5, the sedan is offered in single-motor rear-wheel-drive and two-motor all-wheel-drive versions. The single-motor i5 eDrive40 produces 335 hp, and the two-motor M60 xDrive makes 590 hp. The EPA estimates 295 miles of driving range with the single motor and 248 miles for the dual-motor M60. Maximum acceptance rate at DC fast-charging locations is a competitive 205 kilowatts. A hands-free driving assistance feature is available, and it can execute lane changes based on the driver's gaze. The car is super-quick and quiet. The ride is cushy, thanks to the adaptive suspension, and handling is agile. The seats are very supportive. The interior is luxurious and high-tech, featuring an all-digital instrument display and a massive 14.9-inch center touchscreen.

$66,800-$84,100
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: eDrive40, M60 xDrive

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (335 hp); Electric (590 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **75**
Height (in.) **59**
Wheelbase (in.) **118**
Weight (lb.) **5,210**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **17.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **248 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

BMW iX ✓

84
OVERALL SCORE

The impressive iX electric SUV is about the size of the X5. It is super-quick and quiet, delivers a plush ride and agile handling, and has a uniquely stylish cabin. It employs two motors to give it all-wheel-drive capability. Our tested highway driving range is a commendable 370 miles. The airy interior is luxurious and uncluttered, but the controls are complicated because too many functions require interfacing with the infotainment screen. Maximum acceptance rate of 195 kilowatts in public DC fast-charging locations is competitive. Home charging from empty on 240 volts takes 11 hours, which is not surprising, given the large 111-kilowatt-hour battery. The optional driving assistance suite includes adaptive cruise control and lane centering assistance.

$87,100-$111,500
BASE PRICE RANGE

91 ROAD TEST	⇈ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: M60, xDrive50
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (516 hp); Electric (610 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **77**
Height (in.) **67**
Wheelbase (in.) **118**
Weight (lb.) **5,680**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,065**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **1,000**

FUEL
Electric
Range, miles **370**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

BMW X1 ✓

79
OVERALL SCORE

The redesigned X1 gained power, fuel efficiency, and new features, but the controls are less intuitive than before. The turbo four-cylinder engine is very responsive, and the seven-speed dual-clutch automatic shifts smoothly, but the initial takeoff is abrupt. As with the prior generation, the X1 is based on a front-drive platform, although all-wheel drive is standard. The ride is stiff, but handling is agile and secure. The new control layout forgoes BMW's ubiquitous iDrive controller knob and relies on the touchscreen alone; most climate adjustments are now done through the screen, which is distracting while driving. The seats are very comfortable, the cabin has stylish details, and the floating center console frees up space for the driver's right knee.

$40,500-$49,900
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
● RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: M35i xDrive, xDrive28i
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 turbo (312 hp)
TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **3,765**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **995**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW X2

NA
OVERALL SCORE

The redesigned 2024 X2 is essentially an X1 with a swept back roofline, making it look like a coupe. It finally features BSW and gets a host of new tech upgrades, including a larger, dash-dominating display and a tiny electronic gear selector, and it forgoes the iDrive central control knob. Many audio and climate functions are performed through the touchscreen. The entry-level xDrive28i has an energetic 241-hp, 2.0-liter turbocharged four-cylinder. The sportier M35i xDrive comes with a 312-hp version of that engine. A seven-speed dual-clutch automatic transmission and all-wheel drive are standard.

$42,000-$51,400
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M35i xDrive, xDrive28i

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 turbo (312 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **180**
Width (in.) **73**
Height (in.) **63**
Wheelbase (in.) **106**
Weight (lb.) **3,805**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, Major	*	*	
Transmission, Minor	*	*	
Drive System	*	*	
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	

BMW X3 ✓

86
OVERALL SCORE

BMW's third-generation X3 has upscale cabin amenities and advanced interior technology, and comes standard with many active safety features. The majority of X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine that delivers quick acceleration and returns 24 mpg overall in our tests. The uplevel M40i gets a 382-hp turbo six-cylinder. Both use an eight-speed automatic that is smooth and responsive. The X3 is super-quiet inside, with excellent fit and finish. Handling is responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. Highway-speed AEB is optional. The X4 is a coupelike version.

$46,900-$75,500
BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M, M40i, sDrive30i, xDrive30i

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,220**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **32.0**
Towing Capacity (lb.) **4,410**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	!	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↓	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↑
Noises/Leaks	⇈	↑	⇈
Body Hardware	⇈	⇈	↑
Power Equipment	↑	⇈	↑
In-Car Electronics	⇈	⇈	⇈

BMW X5 ✓

92 OVERALL SCORE

Among the X5's updates for 2024, one of the biggest changes is a wide, curved screen with the new iDrive 8.5 infotainment system. Many of the physical climate controls have been removed in favor of touchscreen-based buttons. The standard 3.0-liter turbo six-cylinder engine now makes 375 hp. That version is quick and smooth, and returns a decent 23 mpg overall. The ride is comfortable and impressively steady and composed. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Predicted reliability for the plug-in hybrid is average and the regular version is above average. The X6 is a coupelike version of the X5.

$65,200-$122,300
BASE PRICE RANGE

94 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M60i xDrive, M Competition, sDrive40i, xDrive40i

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo (375 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (617 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **117**
Weight (lb.) **4,740**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **7,200**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	⇈
Engine, Major	!	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↓	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↓	⇈	⇈
Noises/Leaks	↑	↑	↑
Body Hardware	⇈	⇈	⇈
Power Equipment	↑	⇊	⇈
In-Car Electronics	!	↑	⇈

BMW X5 PHEV ✓

88 OVERALL SCORE

The xDrive50e plug-in hybrid electric vehicle impressively combines high levels of comfort, a hint of sportiness, and a dash of efficiency. Thanks to its 25.7-kWh battery, the EPA estimates that it can cover 39 miles on electric power before transitioning to regular hybrid operation. As a depleted-battery hybrid, it managed 21 mpg in our tests, which is notably less than the nonhybrid model. Acceleration is strong and smooth whether using just electric power, or in conjunction with the turbo six-cylinder. The ride is super comfortable and composed, thanks in part to the standard air suspension. The impeccably finished cabin is whisper-quiet, and the seats are all-day comfortable. The optional Driving Assistance Professional package includes the ability to simultaneously use adaptive cruise control and lane centering assistance, and can provide steering assistance while changing lanes.

$72,500
BASE PRICE RANGE

98 ROAD TEST	⇈ ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: xDrive50e

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo plug-in hybrid (483 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **79**
Height (in.) **69**
Wheelbase (in.) **117**
Weight (lb.) **5,555**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,320**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **5,950**

FUEL
Electric or Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	↓	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor	⇈	⇈	⇈
EV Battery	⇈	⇊	⇈
EV Charging	⇈	↑	⇊
Fuel System	⇈	⇈	⇈
Electrical	⇈	!	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇊	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	!	⇈
Body Hardware	⇈	⇈	⇊
Power Equipment	⇈	⇈	↑
In-Car Electronics	⇈	↑	⇈

BMW X7 ✓

78 OVERALL SCORE

BMW's luxurious three-row SUV got a recent freshening with a new face and a wide, curved screen inside that houses the gauges and the climate and infotainment functions, with the same complicated iDrive 8 operating system as in the BMW iX. The base xDrive40i gets a turbo inline-six engine with 40 more hp. The eight-speed automatic shifts smoothly. This gem of a powertrain provides ample acceleration and respectable fuel economy. The comfortable ride is helped by the X7's air suspension, which keeps the body composed, and the handling is remarkably responsive for such a large SUV. The interior is incredibly quiet and richly furnished. The M60i xDrive's V8 gets a mild-hybrid system.

$81,900-$149,400
BASE PRICE RANGE

90 ROAD TEST | ⇈ ADAS

● RELIABILITY | ↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Alpina XB7, M60i, xDrive40i

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter 6 turbo (375 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (630 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **122**
Weight (lb.) **5,285**
% Weight Front/Rear **47/53**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **26.0**
Towing Capacity (lb.) **7,500**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW Z4 ✓

80 OVERALL SCORE

The Z4 is a sporty two-seat roadster that comes with a 2.0-liter turbo four-cylinder that delivers prompt acceleration, an invigorating exhaust sound, and good fuel economy. A 3.0-liter turbo six-cylinder is also available. The eight-speed automatic shifts with authority, but a manual transmission is not available. The Z4's handling is super-nimble, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive infotainment system takes some time to master, but it proves to be intuitive with experience.

$53,600-$66,300
BASE PRICE RANGE

86 ROAD TEST | ● ADAS

↑ RELIABILITY | ↑ SATISFACTION

OVERVIEW

BODY STYLES: convertible

TRIM LINES: 30i, M40i

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **171**
Width (in.) **73**
Height (in.) **51**
Wheelbase (in.) **97**
Weight (lb.) **3,290**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **465**
Cargo Volume, cu.ft. **10.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Buick Enclave ✓

77 OVERALL SCORE

Recently freshened, the large Enclave has a revised exterior, and most of the active safety features that were previously optional have become standard. It is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We got only 18 mpg overall in our tests, however, which is unimpressive. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick's flagship. The third-row seat is relatively spacious for the class. The infotainment system is easy to use, and connectivity features abound. The new electronic gear selector is improved but still requires looking down at it to select the right gear. Highway-speed AEB is optional.

$43,900-$59,500
BASE PRICE RANGE

82 ROAD TEST	🔼 ADAS
❗ RELIABILITY	❗ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Avenir, Essence, Premium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **205**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **121**
Weight (lb.) **4,690**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,625**
Cargo Volume, cu.ft. **48.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	❗	🔽	🔼
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	❗	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	🔼	⏫	⏫
Drive System	⏫	🔽	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	🔼	🔽	⏫
Suspension	🔼	⏫	⏫
Brakes	⏬	⏫	🔼
Exhaust	⏬	⏫	⏫
Paint/Trim	⏫	⏫	⏫
Noises/Leaks	⏬	⏬	🔼
Body Hardware	⏫	🔽	⏫
Power Equipment	🔼	❗	❗
In-Car Electronics	🔼	❗	🔼

Buick Encore GX

63 OVERALL SCORE

The Encore GX subcompact SUV recently received a freshening that brought a new infotainment system, an upscale Avenir version, a new logo, and updated styling. The front-wheel-drive versions come with either a 1.2-liter turbo three-cylinder or a slightly more powerful 1.3-liter turbo three-cylinder, which are both mated to a CVT. The all-wheel drive has the 1.3-liter hooked up to a nine-speed automatic. In our tests we found that the AWD GX pulls strongly, but the engine sounds gravelly and produces some vibrations, especially at low speeds. Handling is responsive and secure, but the ride skews firm. There are some luxury touches, but they are unevenly applied throughout the cabin, and the rear seat is tight. Highway-speed AEB is not available.

$25,600-$33,500
BASE PRICE RANGE

68 ROAD TEST	🔼 ADAS
❗ RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Avenir, Preferred, ST

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)

TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **171**
Width (in.) **71**
Height (in.) **64**
Wheelbase (in.) **102**
Weight (lb.) **3,310**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **945**
Cargo Volume, cu.ft. **23.0**
Towing Capacity (lb.) **1,000**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	🔽	🔽	🔽
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	🔼	⏫	⏫
Drive System	⏫	⏫	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏬	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏬	⏬	⏬
Suspension	⏫	⏬	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	🔽	⏬	⏫
Noises/Leaks	⏬	⏬	⏫
Body Hardware	🔽	⏬	⏬
Power Equipment	⏬	⏫	⏫
In-Car Electronics	⏫	🔽	⏫

Buick Envision ✓

69 OVERALL SCORE

The Envision is a pleasant if unexciting compact SUV that is typically priced in the low $40,000s. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder engine paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. Front- and all-wheel drive are available. The Envision rides smoothly and is quiet, although the larger 20-inch tires that come on the top Avenir trim compromise ride comfort. Handling isn't particularly nimble, but it's very secure. The infotainment screen is easy to use, but the push-pull electronic gear selector setup takes getting used to because it's hard to operate without looking down. Highway-speed AEB is optional.

$35,900-$47,000
BASE PRICE RANGE

77 ROAD TEST	↑ ADAS
❙ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Avenir, Essence, Preferred

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **74**
Height (in.) **63**
Wheelbase (in.) **109**
Weight (lb.) **3,965**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,175**
Cargo Volume, cu.ft. **28.0**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↑	↓
Engine, Major	↓	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	❙	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↓	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	↓	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	❙
Noises/Leaks	↓	↑	⇈
Body Hardware	↓	⇈	⇊
Power Equipment	⇈	⇈	❙
In-Car Electronics	↑	❙	↑

Buick Envista ✓

65 OVERALL SCORE

The Envista is an all-new replacement for the Encore, Buick's previous subcompact SUV. This front-wheel-drive elevated hatchback slots below the Encore GX and is similar to the Chevrolet Trax. Pricing starts in the low-$20,000 range, and the car is well equipped with advanced safety features and wireless Apple CarPlay. Even a heated steering wheel is a low-cost option. The sole engine is a 1.2-liter turbocharged three-cylinder that supplies readily available power. We measured 29 mpg overall in our test. The six-speed automatic transmission isn't the smoothest, and neither is the ride. Handling is mundane but secure. The cabin is a bit drab, but it's surprisingly roomy and the controls are easy to use. BSW and RCTW are optional.

$22,400-$28,600
BASE PRICE RANGE

67 ROAD TEST	❙ ADAS
❙ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: Avenir, Preferred, ST

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.2-liter 3 turbo (137 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **106**
Weight (lb.) **3,010**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **945**
Cargo Volume, cu.ft. **24.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Cadillac CT4

70
OVERALL SCORE

The Cadillac CT4 has the handling, braking, and steering prowess of a well-honed sports sedan. The standard engine is a responsive but not so refined 237-hp, 2.0-liter turbo four-cylinder, coupled to an eight-speed automatic. The sportier CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. The Blackwing version, with a 3.6-liter turbo V6, is a true track-ready rocket ship. Rear- and all-wheel drive are available. Handling is agile, making the car fun to drive. The ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top notch. Highway-speed AEB is optional. GM's Super Cruise active driving assistance system is available.

$34,595-$61,495
BASE PRICE RANGE

78
ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Blackwing, Luxury, Premium Luxury, Sport, V

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (237 hp); 2.7-liter 4 turbo (310 hp); 2.7-liter 4 turbo (325 hp); 3.6-liter V6 turbo (472 hp)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **109**
Weight (lb.) **3,625**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **11.0**
Towing Capacity (lb.) **1,000**

FUEL
Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac CT5

69
OVERALL SCORE

The CT5 midsized luxury sedan drives well, thanks to its agile handling and taut ride. The standard 2.0-liter turbo four-cylinder engine is responsive but noisy. The uplevel choice is a 3.0-liter turbo V6. Both are paired with a 10-speed automatic that tends to delay upshifting, in turn making the engine rev more than it needs to. The supercharged V8-powered Blackwing can be had with a six-speed manual transmission. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time for the electronic gear selector to become second nature. The front seats are very comfortable, but the rear seat is tight on headroom. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional. Cadillac's Super Cruise partially automated driving system is also available.

$38,395-$93,495
BASE PRICE RANGE

76
ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Blackwing, Luxury, Premium Luxury, Sport, V

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (237 hp); 3.0-liter V6 turbo (335 hp); 3.0-liter V6 turbo (360 hp); 6.2-liter V8 supercharged (668 hp)

TRANSMISSIONS: 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **116**
Weight (lb.) **3,865**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **12.0**
Towing Capacity (lb.) **1,000**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac Escalade

63
OVERALL SCORE

The super-roomy, three-row Escalade is much more luxurious and high-tech than its Chevrolet Tahoe and Suburban siblings. The standard 420-hp, 6.2-liter V8 supplies effortless power, and the 10-speed automatic shifts smoothly, though its 16 mpg overall is dismal. A six-cylinder diesel, which gets better fuel mileage, is available. The Escalade's high step-in compromises access, and the tall hood hampers visibility. Handling is ungainly but secure, and the SUV rides comfortably. The plush, quiet, and high-tech interior includes a large infotainment display that's relatively easy to use. BSW and RCTW are optional. The Super Cruise active driving assistance system is optional. The high-performance V version has a 682-hp, 6.2-liter supercharged V8 and all-wheel drive. An electric version called the Escalade IQ is coming as a 2025 model.

$81,895-$155,295
BASE PRICE RANGE

72 ROAD TEST	| ADAS
| RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: ESV, Luxury, Platinum, Premium Luxury, Sport, V

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 6.2-liter V8 (420 hp); 6.2-liter V8 supercharged (682 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **211**
Width (in.) **81**
Height (in.) **77**
Wheelbase (in.) **121**
Weight (lb.) **5,950**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,580**
Cargo Volume, cu.ft. **56.0**
Towing Capacity (lb.) **8,000**

FUEL
Regular or premium or diesel
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac Lyriq

NA
OVERALL SCORE

Cadillac's first EV comes with either rear- or all-wheel drive, producing 340 hp and 500 hp, respectively. The EPA estimates the RWD version has a 314-mile range and the AWD version has a 307-mile range. Both rely on a 102-kilowatt-hour battery. Home charging can be relatively quick if using an 80-amp circuit, thanks to the Lyriq's optional 19.2-kilowatt onboard charger. A maximum acceptance rate of 190 kW at public DC fast-charging locations is also competitive. The Lyriq is quick, quiet, taut, and agile, with a plush but understated interior. The infotainment system has Google maps and voice assistant built-in. The Lyriq also offers the latest version of GM's Super Cruise active driving assistance system.

$57,195-$69,695
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Sport, Tech

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (340 hp); Electric (500 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **64**
Wheelbase (in.) **122**
Weight (lb.) **5,925**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Electric
Range, miles **307 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Cadillac XT4

64 OVERALL SCORE

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 235-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The XT4's handling is quite nimble, and even though its ride is on the stiff side, it's on a par with most of its peers. The interior has comfortable seats, and ritzy-looking leather and chrome touches throughout. A 2024 refresh introduces a new infotainment system with curved displays that is borrowed from the Escalade. Highway-speed AEB is optional.

$37,895-$44,495
BASE PRICE RANGE

76 ROAD TEST	▲ ADAS
! RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium Luxury, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (235 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **77**
Height (in.) **63**
Wheelbase (in.) **109**
Weight (lb.) **3,930**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac XT5 ✓

71 OVERALL SCORE

Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the four-cylinder turbo feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious aura. The controls are easy to use, and the current electronic gear selector is better than the old L-shaped one. BSW and RCTW are standard on all but the base trim.

$43,895-$56,795
BASE PRICE RANGE

75 ROAD TEST	! ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium Luxury, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,300**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,620**
Cargo Volume, cu.ft. **33.0**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	!	▲▲
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	!	▲▲
Transmission, Minor	▲▲	!	▲▲
Drive System	▲▲	▲▲	▲▲
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▼	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲
Suspension	▲▲	▲▲	▲▲
Brakes	▼▼	▲▲	▲▲
Exhaust	▼▼	▲▲	▲▲
Paint/Trim	▲▲	!	▲▲
Noises/Leaks	▲▲	▲▲	▲▲
Body Hardware	▲▲	!	▲▲
Power Equipment	▲▲	▲▲	▲▲
In-Car Electronics	▲	!	▲▲

Cadillac XT6 ✓

72 OVERALL SCORE

Cadillac's three-row midsized SUV has responsive handling and drives like a smaller vehicle than it is. The ride is comfortable but doesn't stand out against competitors. A 2.0-liter turbo engine is standard. Front- and all-wheel drive are available. We tested it with the 3.6-liter V6 and smooth nine-speed automatic, a combination that packs a lot of power for merging and passing. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 is short on some luxury niceties, such as four-way adjustable lumbar support for the driver's seat and auto-up rear windows. The infotainment system and other controls are relatively easy to use. Highway-speed AEB is optional, and Cadillac's Super Cruise partially automated driving system is also available.

$48,795-$60,295
BASE PRICE RANGE

76 ROAD TEST	↑ ADAS
| RELIABILITY	| SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Luxury, Premium Luxury, Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 2 rear, 2 third
ENGINES: 2.0-liter 4 turbo (237 hp); 3.6-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **77**
Height (in.) **70**
Wheelbase (in.) **113**
Weight (lb.) **4,585**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,320**
Cargo Volume, cu.ft. **41.0**
Towing Capacity (lb.) **4,000**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chevrolet Blazer

60 OVERALL SCORE

The Blazer midsized SUV seats five passengers and is focused more on styling and comfort than on utility. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy is just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of ?the sloping roofline and thick rear roof pillars. A 10-inch center screen for the infotainment system is standard, and adaptive cruise control is now more widely available. BSW and RCTW are available on all but the base trim.

$35,400-$45,700
BASE PRICE RANGE

78 ROAD TEST	| ADAS
↓ RELIABILITY	| SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: LT, Premier, RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (228 hp); 3.6-liter V6 (308 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **77**
Height (in.) **67**
Wheelbase (in.) **113**
Weight (lb.) **4,235**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **1,705**
Cargo Volume, cu.ft. **34.5**
Towing Capacity (lb.) **4,500**

FUEL
Regular
CR Overall mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	|	⇊
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	↓	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	|
Transmission, Minor	|	⇊	|
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↓	⇈	↓
Suspension	↓	⇈	⇈
Brakes	↓	⇈	|
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↓
Noises/Leaks	⇈	⇊	⇈
Body Hardware	↓	↓	↓
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	↑	⇈

Chevrolet Blazer EV

NA
OVERALL SCORE

The Blazer EV is based on GM's Ultium platform that underpins the automaker's latest electric models. Initial versions are all-wheel-drive RS trim with an EPA-rated 279-mile range. Lower-priced versions will follow. It comes with an 11.5-kilowatt onboard charger, facilitating relatively quick home charging. In public DC fast-charging places, it can accept a max of 150 kW, which is merely competitive. Fortunately, and unlike some other EVs, it has conventional door handles and a rear wiper. The new column-mounted electronic gear selector and new wiper stalk controls take some getting used to. The comically large 17.7-inch infotainment screen features Chevrolet's latest software, which integrates Google products such as maps and voice assistant. But Android Auto and Apple CarPlay are not available. Highway-speed AEB is optional.

$51,800-$59,000
BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
NA RELIABILITY	**NA** SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: LT, RS, SS

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (288 hp); Electric (557 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **78**
Height (in.) **65**
Wheelbase (in.) **122**
Weight (lb.) **5,240**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NA**

FUEL
Electric
Range, miles **279 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Chevrolet Camaro

68
OVERALL SCORE

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed on rough roads. The six-speed manual shifter has light, precise throws. Eight- and 10-speed automatic transmissions are also available. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Outward visibility is downright atrocious, and rear-seat room is extremely tight. A mighty ZL1 version, powered by a 650-hp, 6.2-liter supercharged V8 engine, is a track-special beast. The Camaro isn't available with AEB, and both BSW and RCTW are optional. 2024 is the final year for the Camaro.

$30,900-$78,100
BASE PRICE RANGE

85 ROAD TEST	**Opt.** ADAS
● RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe

TRIM LINES: LT, SS, ZL1

DRIVE WHEELS: Rear

SEATING: 2 front, 2 rear

ENGINES: 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 supercharged (650 hp)

TRANSMISSIONS: 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **188**
Width (in.) **75**
Height (in.) **53**
Wheelbase (in.) **111**
Weight (lb.) **3,730**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **725**
Cargo Volume, cu.ft. **11.0**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ I ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

Chevrolet Colorado

NA
OVERALL SCORE

The redesigned Colorado comes only in a crew-cab, short-bed configuration with a four-cylinder turbo engine producing 237 or 310 hp, and an eight-speed automatic. The engine packs a healthy midrange punch, but it sounds a little raspy. There is a choice of rear- or four-wheel drive, the latter having an Auto setting that allows 4WD to be engaged indefinitely, a major advantage on slippery roads. Ride comfort is relatively civilized, and handling has a token of responsiveness. The seat and driving position are significantly improved. The rear seat is quite cramped, and the step-in height is high. On the other hand, the infotainment system is easy to use, the rear gate requires very little effort to open and close, and there is a handy built-in step in the rear bumper to ease bed access. BSW and RCTW are optional on all trims.

$29,200-$46,800
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↓ RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: LT, Trail Boss, WT, Z71, ZR2

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.7-liter 4 turbo (237 hp); 2.7-liter 4 turbo (310 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **213**
Width (in.) **75**
Height (in.) **80**
Wheelbase (in.) **131**
Weight (lb.) **4,545**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,620**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular
EPA combined **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	I	↓	*
Engine, Major	↓	⇈	*
Engine, Minor	⇈	↑	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	↓	⇈	*
Transmission, Minor	⇈	⇊	*
Drive System	⇈	I	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	↑	*
Climate System	↑	⇈	*
Suspension	⇈	⇈	*
Brakes	I	↑	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	↑	*
Noises/Leaks	↑	⇊	*
Body Hardware	⇈	↓	*
Power Equipment	↑	⇈	*
In-Car Electronics	↑	↓	*

Chevrolet Corvette ✓

81
OVERALL SCORE

The eighth-generation Corvette uses a mid-engine design, with its 495-hp, 6.2-liter V8 visible under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed, dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph. Handling agility is superlative, with immediate turn-in response and almost zero body roll, which will make drivers constantly grin from ear to ear. Yet the ride isn't punishing, thanks in part to the optional adaptive suspension. Rear and side visibility, as well as cabin access, are severely hampered. The front trunk is small, but the cargo area aft of the engine can hold the removable targa top and a soft-sided bag or two. The high-performance Z06 model returns with a new 670-hp, 5.5-liter V8. BSW and RCTW are optional.

$68,300-$130,650
BASE PRICE RANGE

97 ROAD TEST	↑ ADAS
I RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 2-door hatchback; convertible

TRIM LINES: 1LT, 2LT, 3LT, E-Ray, Z06

DRIVE WHEELS: Rear, AWD

SEATING: 2 front

ENGINES: 5.5-liter V8 (670 hp); 6.2-liter V8 (495 hp); 6.2-liter V8 hybrid (655 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **76**
Height (in.) **49**
Wheelbase (in.) **107**
Weight (lb.) **3,625**
% Weight Front/Rear **39/61**

CARGO MEASUREMENT
Max. Load (lb.) **425**
Cargo Volume, cu.ft. **13.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	↓	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇊	⇊
Transmission, Minor	↑	↑	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	↑
Noises/Leaks	⇈	⇈	⇈
Body Hardware	↑	↑	↑
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	↑	↓

Chevrolet Equinox ✓

71
OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. The sole engine is a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. We found that the ride absorbed bumps and pavement imperfections very well. Handling is responsive and secure. The cabin is reasonably quiet, and the controls are straightforward to use, including Chevrolet's latest infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. Highway-speed AEB is not offered, and BSW and RCTW are optional. A redesigned Equinox is on the horizon as a 2025 model.

$26,600-$33,400
BASE PRICE RANGE

77 ROAD TEST	● ADAS
● RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: LS, LT, Premier, RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (175 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **107**
Weight (lb.) **3,540**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **995**
Cargo Volume, cu.ft. **32.0**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	●	▲
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	●	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲
Drive System	●	▲▲	▲▲
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▲	▼	▲
Electrical	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲
Suspension	▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲	▲▲
Paint/Trim	▲▲	●	▲
Noises/Leaks	▼▼	▲▲	●
Body Hardware	▲	▲	▲▲
Power Equipment	▲	▲	▲▲
In-Car Electronics	▲▲	●	●

Chevrolet Malibu

67
OVERALL SCORE

Chevrolet's Malibu stands out among midsized sedans for its comfortable ride and quiet, spacious cabin. Handling is respectable, too. But it soldiers on mostly unchanged while many rivals have been redesigned. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. A continuously variable transmission is standard. Up front is a comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats. The roomy rear seat lets passengers stretch out. BSW, RCTW, and highway-speed AEB are optional.

$24,700-$31,500
BASE PRICE RANGE

81 ROAD TEST	● ADAS
● RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 2LT, LS, LT, RS
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (163 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **73**
Height (in.) **58**
Wheelbase (in.) **112**
Weight (lb.) **3,125**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **16.0**
Towing Capacity (lb.) **1,000**

FUEL
Regular
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chevrolet Silverado 1500

56
OVERALL SCORE

The Silverado 1500 received recent updates that brought a fresh interior, off-road-focused models, and available Super Cruise active driving assistance system with trailering support. We found that the 5.3-liter V8 engine delivers smooth, responsive power, returning 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. BSW, RCTW, and highway-speed AEB are optional.

$36,800-$69,900
BASE PRICE RANGE

78 ROAD TEST	! ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab

TRIM LINES: Custom, Custom Trail Boss, High Country, LT, LT Trail Boss, LTZ, RST, WT, ZR2

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (305 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 8- or 10-spd auto.

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **147**
Weight (lb.) **5,130**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,940**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **12,100**

FUEL
Diesel or Regular
CR Overall mpg **17-23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	⇊	↓	↑
Engine, Minor	↑	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	⇈	↑	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↓	⇈	↓
Electrical	⇈	⇈	↑
Climate System	⇈	⇈	↑
Suspension	↑	↑	↑
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	!
Paint/Trim	↑	↓	↑
Noises/Leaks	!	⇈	↑
Body Hardware	⇈	↑	!
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	!	↓

Chevrolet Suburban

52
OVERALL SCORE

This generation Suburban has an independent rear suspension, which improves ride comfort and handling, as well as increased third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and together they deliver plenty of predictable and smooth power. While the standard suspension delivers a comfortable ride, handling feels ponderous. The Premier trim's electromagnetic dampers make the SUV feel more composed and responsive. The cabin is noticeably quiet, and the controls are easy to use. It's a big step up to get into the Suburban, and the tall hood hurts forward visibility. Super Cruise is available on the higher trims. A redesign is coming as a 2025 model.

$57,600-$82,900
BASE PRICE RANGE

69 ROAD TEST	! ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: High Country, LS, LT, Premier, RST, Z71

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **226**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **134**
Weight (lb.) **6,000**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **70.0**
Towing Capacity (lb.) **8,200**

FUEL
Diesel or Regular
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	*	⇊
Engine, Major	⇊	*	⇈
Engine, Minor	↓	*	↓
Engine, Cooling	⇈	*	⇈
Transmission, Major	⇈	*	⇈
Transmission, Minor	⇈	*	⇈
Drive System	!	*	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	⇈
Electrical	↑	*	↓
Climate System	⇈	*	↓
Suspension	⇊	*	⇈
Brakes	↑	*	⇈
Exhaust	↓	*	⇈
Paint/Trim	⇈	*	⇊
Noises/Leaks	↑	*	⇊
Body Hardware	!	*	⇊
Power Equipment	⇊	*	⇈
In-Car Electronics	↑	*	!

Chevrolet Tahoe

50
OVERALL SCORE

Like the Suburban, the Tahoe's independent rear suspension improves ride comfort, handling, and third-row room. This massive vehicle is also very functional, comfortable, and high-tech. The standard 5.3-liter V8 and 10-speed automatic deliver plenty of predictable power. With the standard suspension the ride is comfortable, but handling is ponderous. The Premier trim's electromagnetic dampers significantly improve both the ride and handling. The enormous cabin is super-quiet, and the controls are very easy to use. It's a big step up to get into the Tahoe, and the tall hood cuts forward visibility. The Super Cruise system is available on higher trims. A redesign is coming as a 2025 model.

$54,600-$79,900
BASE PRICE RANGE

67 ROAD TEST	! ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: High Country, LS, LT, Premier, RST, Z71

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (433 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **211**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,810**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **58.5**
Towing Capacity (lb.) **8,400**

FUEL
Diesel or Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↓	↓
Engine, Major	⇊	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	↓
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇊	⇈
Electrical	⇈	↑	⇈
Climate System	!	⇈	⇈
Suspension	!	⇈	⇈
Brakes	⇈	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	↑
Noises/Leaks	⇊	⇊	⇈
Body Hardware	⇈	↑	↑
Power Equipment	↓	⇈	⇈
In-Car Electronics	↑	⇊	↑

Chevrolet Trailblazer

63
OVERALL SCORE

Chevrolet's subcompact SUV, the Trailblazer, slots between the Trax and the Equinox. It shares a platform and powertrain with the Buick Encore GX. Like the GX, front-wheel-drive versions are equipped with either the standard 1.2-liter turbo three-cylinder engine or more powerful 1.3-liter turbo. Both are hooked up to a CVT. All-wheel-drive models get a nine-speed automatic transmission. This latter engine is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy though secure. Road noise is pronounced. A new 11-inch infotainment system is part of a refresh for 2024. BSW and RCTW are optional.

$23,100-$28,700
BASE PRICE RANGE

68 ROAD TEST	! ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Activ, LS, LT, RS

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)

TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **71**
Height (in.) **66**
Wheelbase (in.) **104**
Weight (lb.) **3,275**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **945**
Cargo Volume, cu.ft. **24.0**
Towing Capacity (lb.) **1,000**

FUEL
Regular
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	*	⇈
Engine, Major	!	*	⇈
Engine, Minor	⇈	*	⇈
Engine, Cooling	⇈	*	⇈
Transmission, Major	⇈	*	⇈
Transmission, Minor	⇈	*	⇈
Drive System	⇈	*	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	⇈
Electrical	⇈	*	⇈
Climate System	⇈	*	⇈
Suspension	⇈	*	⇈
Brakes	⇊	*	⇈
Exhaust	⇈	*	⇈
Paint/Trim	⇈	*	⇈
Noises/Leaks	⇊	*	⇈
Body Hardware	⇈	*	⇈
Power Equipment	⇈	*	⇈
In-Car Electronics	⇈	*	!

⇊ ↓ | ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Chevrolet Traverse

NA
OVERALL SCORE

The midsized, three-row Chevrolet Traverse is redesigned for the 2024 model year, adopting more of a traditional SUV appearance, rather than a minivan look as was the case with the previous generation. The sole engine is a 328 hp, turbocharged four-cylinder that is teamed with an eight-speed automatic. The SUV can be had in front- and all-wheel-drive configurations. A new Z71 trim brings increased ground clearance, all-terrain tires on 18-inch wheels, and unique suspension and AWD system tuning. The cabin has a rather minimalist design with a large instrument panel display and massive 17.7-inch infotainment screen. Seating can be configured for seven or eight passengers. Maximum tow capacity is 5,000 pounds. The Super Cruise active driving assistance system is available.

$34,520-$56,200
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: LS, LT, RS, Z71
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 2.5-liter 4 turbo (328 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **75**
Height (in.) **70**
Wheelbase (in.) **113**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
EPA combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	⇊	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	|	↑
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇊	⇈	⇈
Climate System	↑	⇊	⇈
Suspension	↑	⇈	↑
Brakes	⇊	⇊	⇊
Exhaust	⇊	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	⇊	↑
Body Hardware	⇈	|	⇈
Power Equipment	↑	⇈	↓
In-Car Electronics	⇈	⇈	⇈

Chevrolet Trax

57
OVERALL SCORE

The Trax is an inexpensive front-drive small SUV. It comes with a 137-hp, 1.2-liter turbocharged three-cylinder combined with a six-speed automatic that packs readily available power. All-wheel drive isn't available. The engine delivers a welcome dose of midrange torque, and fuel economy is a decent 31 mpg overall in our testing, but the power delivery is often uneven, with either too much or too little acceleration. The ride is comfortable for the segment, but handling is short on agility though very secure at its limits. The cabin is relatively spacious but gets loud, and fit and finish feels on the cheap side. Still, the controls are easy to use, the rear seat and cargo area are roomy, and the car is well equipped for its modest price. BSW and RCTW are low-priced options.

$20,400-$23,900
BASE PRICE RANGE

64 ROAD TEST	| ADAS
| RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: 1RS, 2RS, Activ, LS, LT
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 turbo (137 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **106**
Weight (lb.) **2,970**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **945**
Cargo Volume, cu.ft. **26.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, Major	*	*	
Transmission, Minor	*	*	
Drive System	*	*	
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	

Chrysler Pacifica ✓

70 OVERALL SCORE

The Pacifica minivan is offered in seven- and eight-passenger configurations, and its fold-into-the-floor second-row seats make it easy to carry big, bulky items. The 3.6-liter V6, paired with a nine-speed automatic, provides plenty of power and gets 21 mpg overall. All-wheel drive is optional. Handling is responsive, with the van tackling corners in a responsive way. The suspension delivers a comfortable, composed ride, and the cabin is quiet. The Uconnect infotainment system remains one of the best available. The regular Pacifica has average reliability and is recommended, but the PHEV is not because of below-average reliability.

$39,090-$58,675
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
❘ RELIABILITY	❘ SATISFACTION

OVERVIEW

BODY STYLES: minivan

TRIM LINES: Limited, Pinnacle, Select, Touring, Touring L

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.6-liter V6 (287 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **80**
Height (in.) **70**
Wheelbase (in.) **122**
Weight (lb.) **4,535**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,300**
Cargo Volume, cu.ft. **66.0**
Towing Capacity (lb.) **3,600**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	❘	⇈	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	❘	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	❘	⇈	⇊
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	❘	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	❘	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	❘	❘	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	❘	⇈	⇊
In-Car Electronics	↓	⇊	⇊

Chrysler Pacifica PHEV

53 OVERALL SCORE

The comfortable Pacifica plug-in hybrid comes only in a seven-passenger configuration. It also lacks the handy fold-into-the-floor second-row seats because the hybrid battery takes up this space, and is only available with front-wheel drive. Once past the 32-mile all-electric range, the Pacifica gets 27 mpg overall when operating as a regular hybrid. It takes about 2 hours to charge the battery on a 240-volt connector and 12 hours on a regular 120-volt outlet. Otherwise, it drives nicely, with smooth and prompt acceleration. Handling is responsive, the ride is comfortable, and the cabin is quiet. The Uconnect 5 infotainment system packs in a lot of info and features. The PHEV is not recommended because of below-average reliability.

$53,230-$61,960
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
⇊ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: minivan

TRIM LINES: Pinnacle, Select

DRIVE WHEELS: Front

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.6-liter V6 plug-in hybrid (248 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **80**
Height (in.) **70**
Wheelbase (in.) **122**
Weight (lb.) **5,125**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **66.0**
Towing Capacity (lb.) **3,600**

FUEL
Electric or regular
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	⇊	*
Engine, Major	⇈	⇊	*
Engine, Minor	❘	❘	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇊	*
Transmission, Minor	⇈	❘	*
Drive System	⇈	⇊	*
Electric Motor	⇊	⇊	*
EV Battery	⇊	⇊	*
EV Charging	⇊	⇈	*
Fuel System	❘	⇊	*
Electrical	⇈	⇊	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇊	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇊	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	❘	⇈	*
In-Car Electronics	⇊	⇊	*

Dodge Durango

66 OVERALL SCORE

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. This three-row midsized SUV shares its platform with the previous-generation Jeep Grand Cherokee. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps with smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The standard Uconnect 4 infotainment system has intuitive operation, while the optional Uconnect 5 system is more complex. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. AEB is optional, and pedestrian detection is not offered.

$41,670-$95,995
BASE PRICE RANGE

78 ROAD TEST	○ ADAS
○ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Citadel, GT, R/T, SRT 392, SRT Hellcat, SXT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.6-liter V6 (293 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.2-liter V8 supercharged (710 hp); 6.4-liter V8 (475 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **76**
Height (in.) **71**
Wheelbase (in.) **120**
Weight (lb.) **5,105**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **44.0**
Towing Capacity (lb.) **6,200**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Dodge Hornet

55 / 62 OVERALL SCORE

The Dodge Hornet shares components with the new Alfa Romeo Tonale, itself based on the mediocre Jeep Compass. The GT is powered by a 268-hp 2.0-liter turbo four-cylinder engine coupled to a nine-speed automatic and comes with standard all-wheel drive. The engine packs a healthy midrange punch, but power delivery is not linear, and fuel economy is an unimpressive 23 mpg. This small SUV rides stiffly and is loud. Handling is sound but unexceptional. The driving position is compromised because of a stretched arms, bent knees posture. Controls are mostly user-friendly, thanks to Stellantis' UConnect infotainment system. Adaptive cruise control is optional. 2024 brings an R/T trim that features a 288-hp, 1.3-liter plug-in hybrid, which is the same powertrain that is used in the Tonale.

$31,400-$46,400
BASE PRICE RANGE

59-70 ROAD TEST	⇈ ADAS
○ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GT, GT Plus, R/T, R/T Plus

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.3-liter 4 plugin hybrid (288 hp); 2.0-liter 4 turbo (268 hp)

TRANSMISSIONS: 6-speed automatic; 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **72**
Height (in.) **64**
Wheelbase (in.) **104**
Weight (lb.) **3,740**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **1,245**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric or regular or premium
CR Overall mpg **23-29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Electric Motor			
EV Battery			
EV Charging			
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Ford Bronco

46 OVERALL SCORE

The boxy Bronco comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have 4WD and removable doors. A 2.3-liter four-cylinder turbo is standard; the 2.7-liter turbo V6 we tested delivers strong power. On-road handling and ride comfort are not stellar, yet off-road ability is superb thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A camera can project your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. The extreme Raptor version has a 418-hp, twin-turbo 3.0-liter V6 and a beefier off-road suspension. BSW and RCTW are optional.

$39,130-$90,035
BASE PRICE RANGE

51 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.3-liter 4 turbo (275 hp); 2.3-liter 4 turbo (300 hp); 2.7-liter V6 turbo (315 hp); 2.7-liter V6 turbo (330 hp); 3.0-liter V6 turbo (418 hp)

TRANSMISSIONS: 10-speed automatic; 7-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **76**
Height (in.) **73**
Wheelbase (in.) **116**
Weight (lb.) **4,795**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,275**
Cargo Volume, cu.ft. **40.0**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	↓	↓
Engine, Major	*	⇊	⇈
Engine, Minor	*	⇈	⇈
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	↑	⇈
Transmission, Minor	*	⇈	●
Drive System	*	↓	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	⇈
Electrical	*	⇈	⇈
Climate System	*	⇈	⇈
Suspension	*	⇈	⇈
Brakes	*	↓	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	●	↓
Noises/Leaks	*	⇊	⇊
Body Hardware	*	⇈	↓
Power Equipment	*	↑	⇈
In-Car Electronics	*	↓	↓

Ford Bronco Sport

58 OVERALL SCORE

The Bronco Sport is a beefier version of the Escape compact SUV that has rugged styling cues. With its increased ground clearance and shorter overhangs than the Escape, the Bronco Sport is fit for mild off-roading. The Badlands trim takes it further, with a more capable four-wheel-drive system and all-terrain tires. Most versions come with a 181-hp, turbo three-cylinder that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp, turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system.

$31,230-$38,390
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
↓ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Badlands, Big Bend, Heritage, Outer Banks

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 3 turbo (181 hp); 2.0-liter 4 turbo (245 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **74**
Height (in.) **70**
Wheelbase (in.) **105**
Weight (lb.) **3,515**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,200**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	●	↓	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	●	⇈	⇈
Drive System	⇈	⇈	●
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇊	⇈
Electrical	⇈	●	⇈
Climate System	●	⇊	⇈
Suspension	●	⇈	●
Brakes	⇊	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇊	⇈	⇈
Body Hardware	⇈	⇈	●
Power Equipment	⇈	●	⇈
In-Car Electronics	⇈	⇈	⇈

Ford Edge ✓

79 OVERALL SCORE

The Edge is a roomy and capable SUV. Most versions come with the standard 2.0-liter turbo four-cylinder and eight-speed automatic. This combination provides smooth, quiet acceleration. The sportier ST trim gets a turbocharged V6 and all-wheel drive. The spacious interior provides comfortable quarters, front and rear, and cargo room is generous. However, the driving position is uneven because the left footrest sits too close to the driver. High-end versions like the Titanium, for instance, can rival some luxury SUVs, with a quiet cabin, a steady ride, agile handling, and impressive feature content. Ford's Sync 4 infotainment system, with its large 12-inch touchscreen, is standard equipment. 2024 is the final year for the Edge.

$38,465-$47,205
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, SEL, ST, ST-Line, Titanium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.7-liter V6 turbo (335 hp)

TRANSMISSIONS: 7-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **76**
Height (in.) **68**
Wheelbase (in.) **112**
Weight (lb.) **4,250**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **39.0**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↓	⇈	⇈
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	!	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇊
Noises/Leaks	↑	⇈	⇈
Body Hardware	!	!	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↓	!	⇊

Ford Escape

59 OVERALL SCORE

The Escape is a competitive small SUV, but the regular version is unreliable and not recommended. The turbo three-cylinder got 26 mpg overall in our tests. It provides sufficient oomph but vibrates at low engine speeds and has a tinny sound. The 2.0-liter turbo engine is smoother and more powerful, as is the hybrid, which got 34 mpg in our tests. The PHEV version is FWD only. The Escape's ride is firm but steady and composed, while handling is nimble. The optional 13.2-inch infotainment screen is laggy and not intuitive to use. The front seats are flat and have limited adjustments, but the rear seat is quite roomy when set to the rearmost position.

$29,495-$40,500
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Active, Base, Platinum, ST-Line, ST-Line Elite, ST-Line Select

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 3 turbo (181 hp); 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (200 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **107**
Weight (lb.) **3,530**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **910**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↓	*
Engine, Major	↓	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	↓	⇈	*
Transmission, Minor	⇊	↑	*
Drive System	↓	↑	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	!	*
Electrical	⇈	⇈	*
Climate System	↓	↓	*
Suspension	⇈	↓	*
Brakes	⇊	↓	*
Exhaust	⇈	⇈	*
Paint/Trim	↓	!	*
Noises/Leaks	⇊	↓	*
Body Hardware	⇊	↑	*
Power Equipment	⇈	⇈	*
In-Car Electronics	!	⇊	*

Ford Escape Hybrid/PHEV ✓

70-74 OVERALL SCORE

The Escape hybrid version gets an impressive 34 mpg overall in our tests, and can propel itself on electric power alone at low speeds and during coasting, and the power is very accessible up front. There's also a front-wheel-drive plug-in hybrid electric version with an EPA-estimated 37 miles of electric-only range. Like the regular Escape, the hybrid's ride has an underlying firmness but is steady and composed. Handling is nimble and secure. Recent changes brought an optional 13.2-inch infotainment screen with touch-based climate controls. Severe lag plagued every aspect of using the touchscreen, which houses everything from audio to climate controls, creating an overall frustrating experience. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy when set to the rearmost position.

$33,490-$40,500
BASE PRICE RANGE

82-87 ROAD TEST	▲▲ ADAS
I RELIABILITY	I-▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Platinum, Plug-in Hybrid, ST-Line, ST-Line Elite, ST-Line Select

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 hybrid (200 hp); 2.5-liter 4 plug-in hybrid (221 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **74**
Height (in.) **69**
Wheelbase (in.) **103**
Weight (lb.) **3,775**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **915**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **1,500**

FUEL
Electric or regular
CR Overall mpg **34-37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	I	▼	*
Engine, Major	▲▲	I	*
Engine, Minor	▲▲	▲▲	*
Engine, Cooling	▲▲	I	*
Transmission, Major	I	▲▲	*
Transmission, Minor	▲▲	▲▲	*
Drive System	▲▲	▲▲	*
Electric Motor	▲▲	▲▲	*
EV Battery	▲▲	▲▲	*
EV Charging			
Fuel System	▲▲	▲▲	*
Electrical	▲▲	▼▼	*
Climate System	▼	▲▲	*
Suspension	▲▲	▲▲	*
Brakes	I	▼▼	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▲▲	▼▼	*
Noises/Leaks	▼▼	▼▼	*
Body Hardware	▲▲	▲▲	*
Power Equipment	▼▼	I	*
In-Car Electronics	▼▼	I	*

Ford Expedition

60 OVERALL SCORE

The Expedition is a huge SUV with modern conveniences and active safety features. The sole engine option, a 3.5-liter turbo V6 mated to a 10-speed automatic, provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is ungainly, and the ride is somewhat stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. A recent refresh introduced Ford's latest Sync 4 infotainment system, with either a standard 12-inch display or an optional 15.5-inch display. Ford's BlueCruise active driving assistance system comes standard on the Platinum trim.

$54,555-$86,695
BASE PRICE RANGE

66 ROAD TEST	▲▲ ADAS
I RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: King Ranch, Limited, MAX, Platinum, Timberline, XL STX, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 turbo (380 hp); 3.5-liter V6 turbo (400 hp); 3.5-liter V6 turbo (440 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **222**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **132**
Weight (lb.) **6,035**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,510**
Cargo Volume, cu.ft. **66.0**
Towing Capacity (lb.) **9,300**

FUEL
Premium
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	▼	I	*
Engine, Major	▲▲	▲▲	*
Engine, Minor	▲▲	▲▲	*
Engine, Cooling	▲▲	▲▲	*
Transmission, Major	▼▼	▲▲	*
Transmission, Minor	▼▼	▼	*
Drive System	I	▲▲	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▼▼	▲▲	*
Electrical	▲▲	▲▲	*
Climate System	I	▼	*
Suspension	I	▲▲	*
Brakes	▲▲	▲▲	*
Exhaust	▼▼	▲▲	*
Paint/Trim	I	▲▲	*
Noises/Leaks	▲▲	▼▼	*
Body Hardware	I	▲▲	*
Power Equipment	I	▼	*
In-Car Electronics	I	▼▼	*

Ford Explorer

60
OVERALL SCORE

The Explorer has a spacious cabin and is relatively agile among three-row midsized SUVs, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but sounds raspy. Plus, the transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. High-end versions have a slicker 3.0-liter V6 turbo. The controls and infotainment system are very easy to use. The third row is tight, as is common for the class. A power liftgate is standard. A freshening for 2025 includes a larger infotainment screen and the optional hands-free BlueCruise system.

$36,860-$56,770
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, King Ranch, Limited, Platinum, ST, ST-Line, Timberline, XLT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.3-liter 4 turbo (300 hp); 3.0-liter V6 turbo (400 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **119**
Weight (lb.) **4,565**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,255**
Cargo Volume, cu.ft. **44.5**
Towing Capacity (lb.) **5,600**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	⇈	!	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↓	↑	⇈
Transmission, Minor	⇈	⇊	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	↓	⇈
Climate System	⇊	↑	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↓	⇈
Noises/Leaks	⇊	⇊	↓
Body Hardware	⇊	!	⇊
Power Equipment	⇊	⇊	⇈
In-Car Electronics	!	⇈	↑

Ford F-150

54
63
OVERALL SCORE

The refreshed 2024 F-150 has exterior styling updates, while the interior is largely unchanged. The cabin is very quiet, and the crew-cab versions we tested are very roomy. The 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall, while the powerful hybrid gets just 1 mpg more. The ride is stiff, and handling is ponderous. Controls are straightforward, but the interior is spartan. The Sync 4 infotainment system is very easy to use and has a standard 12-inch touchscreen. Clever features include a tailgate designed to serve as a workbench and an optional built-in generator to power tools. Both BSW and RCTW are optional. Ford's BlueCruise active driving assistance system is available. The regular F-150's reliability is below average, the hybrid's is well-below-average.

$36,570-$77,980
BASE PRICE RANGE

75-79 ROAD TEST	↑ ADAS
⇊-↓ RELIABILITY	↓-! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab

TRIM LINES: Hybrid Lariat, King Ranch, Lariat, Platinum, Raptor, Raptor R, STX, Tremor, XL, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 2.7L V6 turbo (325 hp); 3.5L V6 turbo (400 hp, 450 hp); 3.5L V6 hybrid (430 hp); 5.0L V8 (400 hp); 5.2L V8 supercharged (720 hp)

TRANSMISSIONS: 10-spd auto

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **80**
Height (in.) **77**
Wheelbase (in.) **145**
Weight (lb.) **5,070**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **1,475**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular or premium
CR Overall mpg **19-20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	!	!	⇈
Drive System	!	↓	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇊	↓
Suspension	⇈	⇈	⇈
Brakes	↑	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↓	!	↑
Body Hardware	↑	⇈	↑
Power Equipment	!	⇊	↑
In-Car Electronics	↓	↓	↑

Ford F-150 Lightning

69
OVERALL SCORE

The Lightning is Ford's first fully electric pickup. The standard-range battery has an EPA-estimated range of 240 miles. We got 270 miles in a highway range test of our extended-range battery truck. The maximum DC fast-charging acceptance rate is 150 kilowatts, very slow considering the 131-kilowatt-hour battery pack. The powerful truck delivers quick and whisper-quiet acceleration. The independent rear suspension gives the Lightning a more comfortable ride than the regular F-150, though handling is still lumbering. Higher trims have a giant infotainment screen, but it forces some extra steps for common functions and adds to driver distraction. The power-operated hood reveals a large front trunk. The Lightning with the extended-range battery has a 1,952-pound payload capacity and up to 10,000 pounds towing, but for only a short distance.

$54,995-$84,995
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Lariat, Platinum, Platinum Black, Pro, XLT

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: Electric (462 hp); Electric (580 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **233**
Width (in.) **84**
Height (in.) **78**
Wheelbase (in.) **146**
Weight (lb.) **6,790**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,680**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **10,000**

FUEL
Electric
Range, miles **270**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↓	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		⇈	*
Electric Motor		⇈	*
EV Battery		⇊	*
EV Charging		⇊	*
Fuel System			
Electrical			
Climate System		⇈	*
Suspension		⇈	*
Brakes		⇈	*
Exhaust			
Paint/Trim		⇈	*
Noises/Leaks		⇊	*
Body Hardware		⇈	*
Power Equipment		!	*
In-Car Electronics		↓	*

Ford Maverick ✓

77-78
OVERALL SCORE

The Maverick uses a standard hybrid powertrain that gets 37 mpg overall and can tow 2,000 pounds; it is available only with front-wheel drive. The optional 250-hp turbo four-cylinder is mated to an eight-speed automatic, with front- or all-wheel drive. This powertrain can tow up to 4,000 pounds and gets 23 mpg overall, but its tendency to lug along at low revs sends annoying vibrations into the cabin. The ride is refined for a pickup truck, and handling is very secure. Maneuverability, access, and visibility are commendable, and the controls are super-easy. However, the truck is loud (the hybrid is quieter), and the interior ambience is utilitarian. The 4.5-foot-long bed is deep enough to be practical and is very easy to reach into. BSW and RCTW are optional.

$23,815-$34,855
BASE PRICE RANGE

78-82 ROAD TEST	↑ ADAS
!-↑ RELIABILITY	↑-⇈ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Hybrid Lariat, Lariat, XL, XLT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (191 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **121**
Weight (lb.) **3,735**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,445**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **4,000**

FUEL
Regular
CR Overall mpg **23-37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↑	↑
Engine, Major		⇈	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	⇈
Drive System		⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇈	⇈
Electrical		⇈	⇈
Climate System		⇈	⇈
Suspension		⇈	⇈
Brakes		⇈	⇈
Exhaust		⇈	⇈
Paint/Trim		⇈	⇈
Noises/Leaks		⇈	⇈
Body Hardware		↓	↓
Power Equipment		↓	⇈
In-Car Electronics		!	!

Ford Mustang

75 OVERALL SCORE

The Mustang's 2024 redesign focuses on sharpening its appearance, boosting the convenience technology, and edging up horsepower. There are three core versions: the EcoBoost with a turbocharged four-cylinder engine; GT with a 5.0-liter V8 that produces about 480 hp; and an all-new Dark Horse, a higher-performance V8 model with 500 hp. The EcoBoost and GT are available in coupe and convertible body styles. Our GT with a manual transmission packs all the visceral thrill, thrust, and sound that make driving it so invigorating. Drivers can customize the exhaust sound level, steering effort, and more. Handling is taut and agile, and the ride isn't too punishing. Rear seat and access are compromised, but that's to be expected.

$30,920-$58,185
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
I RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe

TRIM LINES: Dark Horse, Dark Horse Premium, EcoBoost, EcoBoost Premium, GT, GT Premium

DRIVE WHEELS: Rear

SEATING: 2 front, 2 rear

ENGINES: 2.3-liter 4 turbo (315 hp); 5.0-liter V8 (480 hp); 5.0-liter V8 (500 hp)

TRANSMISSIONS: 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **75**
Height (in.) **54**
Wheelbase (in.) **107**
Weight (lb.) **3,845**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **630**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	*	*
Engine, Major	⇈	*	*
Engine, Minor	⇈	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	⇈	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	*	*
Electrical	⇈	*	*
Climate System	⇈	*	*
Suspension	⇈	*	*
Brakes	⇈	*	*
Exhaust	⇈	*	*
Paint/Trim	⇈	*	*
Noises/Leaks	⇈	*	*
Body Hardware	⇈	*	*
Power Equipment	⇈	*	*
In-Car Electronics	⇈	*	*

Ford Mustang Mach-E ✓

70 OVERALL SCORE

The Mach-E is Ford's first designed-from-the-ground-up EV. With styling cues from the iconic Mustang muscle car, this five-passenger SUV has useful cargo room and is available with all-wheel drive. The extended-range battery version with all-wheel drive was able to drive 299 miles in our highway range test. On a 240-volt home charger, it takes about 10 hours to fill the 91-kilowatt-hour battery from empty. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. The ride is jittery and unsettled, however. A 15.5-inch vertical touchscreen dominates the stark interior; the system has a steep learning curve before familiarity sets in. The BlueCruise active driving assistance system is available.

$43,495-$58,995
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
I RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: California Route 1, GT, Premium, Rally, Select

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (266 hp); Electric (290 hp); Electric (346 hp); Electric (480 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **64**
Wheelbase (in.) **118**
Weight (lb.) **4,835**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **920**
Cargo Volume, cu.ft. **29.5**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **299**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	⇈
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	⇈	↑	⇈
Electric Motor	↑	I	⇈
EV Battery	↓	I	⇈
EV Charging	↑	I	⇈
Fuel System			
Electrical			
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	I	⇈	⇈
Exhaust			
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	↓	⇈
Body Hardware	↑	↑	⇈
Power Equipment	↓	I	⇈
In-Car Electronics	⇊	↓	⇊

Ford Ranger

NA OVERALL SCORE

The redesigned Ranger has a modern-looking, screen-filled interior; a wider bed; and a generous suite of advanced safety features. There is now just a single body style, the crew cab, offered in two- and four-wheel drive. The base 2.3-liter turbocharged four-cylinder engine with 270 hp carries over. The midlevel option is a more powerful 315-hp, 2.7-liter turbocharged V6. The new off-road-focused Raptor has a 405-hp, 3.0-liter turbocharged V6. All engines use a 10-speed automatic transmission. The standard infotainment screen is 10.1 inches, while a 12-inch display is also available. Both feature the latest Sync 4A system. BSW and RCTW are optional.

$32,670-$55,470
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Lariat, Raptor, XL, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.3-liter 4 turbo (270 hp); 2.7-liter V6 turbo (315 hp); 3.0-liter V6 turbo (405 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **211**
Width (in.) **76**
Height (in.) **74**
Wheelbase (in.) **129**
Weight (lb.) **4,415**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,710**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,500**

FUEL
Regular or premium
EPA combined **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	↓	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	↓
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇊	↓
Body Hardware	⇈	⇊	⇈
Power Equipment	⇈	↓	⇈
In-Car Electronics	↑	↑	●

Genesis Electrified GV70 ✓

69 OVERALL SCORE

The Electrified GV70 is built on the conventional GV70's platform rather than using an EV-specific one. Still, it's one of the nicest EVs you can buy, with vigorous acceleration, capable handling, a comfortable ride, and a quiet and pampering cabin. Unfortunately, its driving range is on the short side--it got just a modest 220 miles in our 70 mph highway range test. Home charging of the 77.4-kWh battery is on the quick side, thanks to a 10.9-kW onboard charger, and its 240-kW max acceptance rate at public DC fast chargers is also commendable. The front charging port can be awkward to access, though. The dual-motor drive system gives the GV70 EV standard AWD. Some controls are unintuitive and distracting, such as the infotainment controller knob that looks almost identical to the gear-selector dial.

$66,450-$73,250
BASE PRICE RANGE

79 ROAD TEST	⇈ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Prestige

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (429 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **75**
Height (in.) **64**
Wheelbase (in.) **113**
Weight (lb.) **5,040**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **3,500**

FUEL
Electric
Range, miles **220**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Genesis G70

65
OVERALL SCORE

The Genesis G70 sports sedan comes with a 2.5-liter turbocharged four-cylinder as its standard engine for 2024 that promises quicker acceleration and better fuel economy than the original 2.0-liter, which returned 23 mpg overall in our tests. We got 24 mpg overall with the 2.5-liter turbo in our tests of the G80 sedan. The uplevel 365-hp turbo V6 is quieter and makes the car quicker. The G70 has agile handling and a taut, controlled ride. The car is quiet, and the interior is well assembled. Access can be tough because of the car's low stance, and the cabin is very cramped, particularly the back seat. The 10.25-inch infotainment system is mostly straightforward, and plenty of physical knobs and buttons make other features easy to use.

$41,500-$52,050
BASE PRICE RANGE

73
ROAD TEST

⇈
ADAS

!
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Sport Advanced, Sport Prestige, Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.3-liter V6 turbo (365 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **55**
Wheelbase (in.) **112**
Weight (lb.) **3,770**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **11.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	↑	*
Engine, Major	*	⇈	*
Engine, Minor	*	⇈	*
Engine, Cooling	*	⇈	*
Transmission, Major	*	⇈	*
Transmission, Minor	*	⇈	*
Drive System	*	↓	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	*
Electrical	*	⇈	*
Climate System	*	⇈	*
Suspension	*	⇈	*
Brakes	*	⇈	*
Exhaust	*	⇈	*
Paint/Trim	*	⇈	*
Noises/Leaks	*	↓	*
Body Hardware	*	⇈	*
Power Equipment	*	↓	*
In-Car Electronics	*	⇈	*

Genesis G80 ✓

74
OVERALL SCORE

This formidable luxury midsized sedan is serious competition for German and Japanese rivals. It comes standard with a responsive 300-hp, 2.5-liter turbo four-cylinder. Combined with a slick-shifting eight-speed automatic, this pairing returned a just so-so 24 mpg overall in our tests. There's also a punchy 375-hp, 3.5-liter turbo V6. All-wheel drive is standard for 2024. A fully electric version with 365 hp from dual motors and an EPA-rated 282-mile range is available. The ride is plush, handling is sharp, and braking is top notch. Fit and finish is impressive yet understated. The cabin is roomy, and the seats are comfortable in the front and rear. However, the infotainment system is overcomplicated, and the unintuitive gear selector is tricky to use.

$54,400-$64,250
BASE PRICE RANGE

86
ROAD TEST

⇈
ADAS

!
RELIABILITY

↑
SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Advanced, Sport, Sport Advanced, Sport Prestige, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **76**
Height (in.) **58**
Wheelbase (in.) **119**
Weight (lb.) **4,245**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **13.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Genesis G90

NA
OVERALL SCORE

The G90 has abundant luxury and technology features. Two engines are available: a stout 375-hp, 3.5-liter turbo V6 and a more powerful 409-hp version with an electric supercharger. The supersmooth eight-speed automatic complements both. The G90 rides very comfortably, mopping up every bump and rut with its supple suspension. Handling is responsive, thanks in part to available rear-wheel steering. The cabin is beautifully finished and is designed to pamper, with massaging seats, soft-closing doors, and a high-quality sound system. Top versions have a reclining rear seat for those who would rather be chauffeured. The active driving assistance system is able to change lanes.

$89,200-$99,500
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
● RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 3.5T, 3.5T E-Supercharger

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo and supercharged (409 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **208**
Width (in.) **76**
Height (in.) **59**
Wheelbase (in.) **125**
Weight (lb.) **4,865**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **12.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA combined **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Genesis GV60 ✓

75
OVERALL SCORE

The GV60 is one of the best EVs, thanks to its smooth acceleration, comfortable ride, agile handling, and stylish interior. It has an EPA-rated 248-mile range, but we got 251 miles in our highway range test from its 77.4-kilowatt-hour battery and AWD. Rear-wheel drive is available. Like its Hyundai and Kia siblings, the GV60 can charge more quickly than other EVs when using DC fast charging in public places. The controls are slightly easier to use than the overly complicated setups found in other Genesis models, and there are some interesting features, such as a retractable gear selector in the shape of a crystal ball, facial recognition to unlock the car, and a fingerprint reader to turn on the vehicle. Rear and side visibility are compromised because of the car's swoopy styling and no rear quarter window or rear window wiper.

$52,000-$69,550
BASE PRICE RANGE

86 ROAD TEST	⏫ ADAS
● RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Performance, Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (225 hp); Electric (314 hp); Electric (429 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **74**
Height (in.) **62**
Wheelbase (in.) **114**
Weight (lb.) **4,740**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric
Range, miles **251**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			🔽
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			⏫
Electric Motor			⏫
EV Battery			⏫
EV Charging			🔽
Fuel System			
Electrical			
Climate System			⏫
Suspension			⏫
Brakes			⏫
Exhaust			
Paint/Trim			🔽
Noises/Leaks			🔽
Body Hardware			⏫
Power Equipment			🔽
In-Car Electronics			⏬

Genesis GV70

63 OVERALL SCORE

The GV70 more than holds its own in the compact-luxury SUV segment. The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished, and yields a competitive 24 mpg overall. A more powerful V6 and a purely electric version are also available and are quieter and quicker. The GV70 is taut and agile, with sports-sedan-like handling, yet the ride is pliant and composed. All-wheel drive is standard. The lavishly furnished cabin is impressive, and the seats are comfortable and supportive. Despite the angled roofline, rear-seat room is decent but rear visibility is hampered. The controls are unintuitive and distracting, including the rotary gear selector.

$45,150-$57,750
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Select, Sport, Sport Advanced, Sport Prestige, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **75**
Height (in.) **64**
Wheelbase (in.) **113**
Weight (lb.) **4,310**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↓	↓
Engine, Major		↑	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		↑	⇈
Transmission, Minor		ǀ	⇈
Drive System		⇊	ǀ
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇊	⇈
Electrical		⇈	⇈
Climate System		ǀ	↑
Suspension		↑	⇈
Brakes		⇈	⇈
Exhaust		↑	⇈
Paint/Trim		ǀ	↑
Noises/Leaks		↑	⇈
Body Hardware		⇊	↑
Power Equipment		⇈	⇈
In-Car Electronics		↑	ǀ

Genesis GV80

61 OVERALL SCORE

The GV80 midsized SUV from Hyundai's luxury brand competes on an equal footing with some esteemed competitors. It is quick, quiet, beautifully appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder, and the uplevel engine is a punchy 3.5-liter turbo V6. The latter delivers effortless power, but it's not very fuel-efficient. All-wheel drive is standard. The GV80 has sharp steering and feels taut and agile through corners, yet the ride is comfortable and composed. The interior is finely crafted, but the infotainment system's controller dial is tricky to use. A very small third-row seat is available.

$57,700-$81,750
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Prestige, Prestige Matte, Prestige Signature, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **78**
Height (in.) **68**
Wheelbase (in.) **116**
Weight (lb.) **4,915**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **39.0**
Towing Capacity (lb.) **6,000**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	↓	⇈	↑
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	↓	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↓	↓	↑
Suspension	ǀ	↓	↓
Brakes	ǀ	↓	⇊
Exhaust	⇈	⇈	⇈
Paint/Trim	ǀ	⇈	⇈
Noises/Leaks	⇈	↓	⇈
Body Hardware	⇊	⇈	↑
Power Equipment	ǀ	⇊	⇈
In-Car Electronics	⇊	↑	ǀ

GMC Acadia

NA
OVERALL SCORE

The midsized, three-row GMC Acadia is redesigned for the 2024 model year, gaining a new engine, a revamped interior, and evolutionary exterior updates. The sole engine is a 328-hp turbo four-cylinder, teamed with an eight-speed automatic. Front- and all-wheel-drive configurations are available. An off-road-focused AT4 trim brings all-terrain tires on 18-inch wheels, an elevated ride height, and unique tuning to the suspension and AWD system. The cabin has a rather minimalist design with a large instrument panel display and standard portrait-oriented, 15-inch touchscreen. Seating can be configured for seven or eight passengers. Maximum tow capacity is 5,000 pounds. The Super Cruise active driving assistance system is available.

$36,800-$50,600
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
○ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: AT4, Denali
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.5-liter 4 turbo (328 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **75**
Height (in.) **70**
Wheelbase (in.) **113**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	*	↑
Engine, Major	⇈	*	⇈
Engine, Minor	⇈	*	⇈
Engine, Cooling	⇈	*	⇈
Transmission, Major	⇈	*	⇈
Transmission, Minor	⇈	*	↓
Drive System	⇈	*	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	*	⇈
Electrical	⇈	*	⇈
Climate System	⇈	*	⇈
Suspension	⇈	*	⇈
Brakes	○	*	⇈
Exhaust	↑	*	⇈
Paint/Trim	○	*	⇈
Noises/Leaks	↑	*	⇈
Body Hardware	⇈	*	⇈
Power Equipment	⇊	*	⇈
In-Car Electronics	↓	*	↑

GMC Canyon

NA
OVERALL SCORE

A near-twin to the Chevrolet Colorado, the Canyon is positioned as a slightly more upscale model. Like the Colorado, the Canyon is available only as a four-door crew cab with a short bed. It's powered by a 310-hp, turbocharged four-cylinder paired to an eight-speed automatic. The ride is relatively civilized, and handling has a semblance of responsiveness. Having an auto-4WD mode is an asset. The engine packs decent midrange punch but sounds raspy. The seat and driving position are much improved. The gate is easy to open and close, and there is a handy step carved into the rear bumper for bed access. Every truck features an 11-inch infotainment screen, with related apps for off-roading and trailering. BSW and RCTW are optional.

$36,900-$55,500
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↓ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: crew cab
TRIM LINES: AT4, AT4X, Denali, Elevation
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.7-liter 4 turbo (310 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **213**
Width (in.) **72**
Height (in.) **80**
Wheelbase (in.) **131**
Weight (lb.) **4,900**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,590**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular
EPA combined **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	○	↓	*
Engine, Major	↓	⇈	*
Engine, Minor	⇈	↑	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	↓	⇈	*
Transmission, Minor	⇈	⇊	*
Drive System	⇈	○	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	↑	*
Climate System	↑	⇈	*
Suspension	⇈	⇈	*
Brakes	○	↑	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	↑	*
Noises/Leaks	↑	⇊	*
Body Hardware	⇈	↓	*
Power Equipment	↑	⇈	*
In-Car Electronics	↑	↓	*

GMC Sierra 1500

56 OVERALL SCORE

The Sierra's recent updates include a fresh interior, new trim levels, more safety features, and the availability of the Super Cruise active driving assistance system. Power delivery is smooth and responsive, the ride is steady, the cabin is very quiet, and handling is sound and secure. Our four-wheel-drive crew cab got 17 mpg overall from the 5.3-liter V8 engine, and a 3.0-liter turbodiesel six-cylinder got 23 mpg overall in our tests. Rear-seat room in crew-cab versions is immense, but the truck's height requires climbing up and in. Among the helpful options are a power tailgate and power running boards that can shift rearward to help you reach the bed. Top trims get a 6.2-liter V8 mated to a 10-speed automatic. BSW, RCTW, and highway-speed AEB are optional.

$37,700-$82,500
BASE PRICE RANGE

78 ROAD TEST	! ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab

TRIM LINES: AT4, AT4X, Denali, Denali Ultimate, Elevation, Pro, SLE, SLT

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 2.7L 4 turbo (310 hp); 3.0L 6 turbodiesel (305 hp); 5.3L V8 (355 hp); 6.2L V8 (420 hp)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **147**
Weight (lb.) **5,130**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,940**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **12,100**

FUEL
Diesel or Regular
CR Overall mpg **17-23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	⇊	↓	↑
Engine, Minor	↑	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	⇈	↑	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↓	⇈	↓
Electrical	⇈	⇈	↑
Climate System	⇈	⇈	↑
Suspension	↑	↑	↑
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	!
Paint/Trim	↑	↓	↑
Noises/Leaks	!	⇈	↑
Body Hardware	⇈	↑	!
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	!	↓

GMC Terrain

NA OVERALL SCORE

The Terrain was recently freshened with exterior updates and an outdoorsy AT4 version. It is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The only available engine is a 175-hp, 1.5-liter turbo four-cylinder that is mated to a nine-speed automatic. The Terrain's gear selector is controlled by dash-mounted push buttons that are unintuitive to operate. The infotainment system, on the other hand, is one of the easier ones to use. Highway-speed AEB is not available, and both BSW and RCTW are optional.

$28,700-$38,600
BASE PRICE RANGE

NA ROAD TEST	! ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, SLE, SLT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (175 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **107**
Weight (lb.) **3,800**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **985**
Cargo Volume, cu.ft. **33.0**
Towing Capacity (lb.) **1,500**

FUEL
Regular
EPA combined **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	!	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	!	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	↑	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	!	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	↓	↑
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	↑	⇈
Paint/Trim	⇈	!	↑
Noises/Leaks	⇊	⇈	!
Body Hardware	↑	↑	⇈
Power Equipment	↑	↑	⇈
In-Car Electronics	⇈	!	!

GMC Yukon

51
OVERALL SCORE

Like its Chevrolet siblings, the Yukon's independent rear suspension improves ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies plenty of predictable, uninterrupted acceleration. The ride is comfortable, although it's steadier in the Denali version, with its standard magnetic ride suspension. Handling is secure though ponderous. The enormous cabin is almost eerily quiet. Cargo capacity is generous, weakening the case for the even larger Yukon XL. Controls are very easy to use, except for the tricky electronic gear selector, and the tall hood cuts forward visibility. GM's Super Cruise active driving assistance system is available.

$58,200-$98,755
BASE PRICE RANGE

67 ROAD TEST	! ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, Denali Ultimate, SLE, SLT

DRIVE WHEELS: Rear, AWD, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,810**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **58.5**
Towing Capacity (lb.) **8,400**

FUEL
Diesel or Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↓	↓
Engine, Major	⇊	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	↓
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇊	⇈
Electrical	⇈	↑	⇈
Climate System	!	⇈	⇈
Suspension	!	⇈	⇈
Brakes	⇈	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	↑
Noises/Leaks	⇊	⇊	⇈
Body Hardware	⇈	↑	↑
Power Equipment	↓	⇈	⇈
In-Car Electronics	↑	⇊	↑

GMC Yukon XL

51
OVERALL SCORE

Like the smaller GMC Yukon, the Yukon XL's independent rear suspension went a long way towards improving ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies smooth acceleration. The Denali trim's electromagnetic suspension dampers provide a more composed ride than the already good standard suspension. Handling is ponderous, but more responsive with the Denali. The enormous cabin is quiet, and the controls are easy to use, except for the tricky electronic gear selector. It's a big step up to get into the Yukon XL, and the tall hood hurts forward visibility. GM's Super Cruise active driving assistance system is available.

$61,200-$101,755
BASE PRICE RANGE

67 ROAD TEST	! ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, Denali Ultimate, SLE, SLT

DRIVE WHEELS: Rear, AWD, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **225**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **134**
Weight (lb.) **6,000**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,760**
Cargo Volume, cu.ft. **70.0**
Towing Capacity (lb.) **8,000**

FUEL
Diesel or Regular
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	*	⇊
Engine, Major	⇊	*	⇈
Engine, Minor	↓	*	↓
Engine, Cooling	⇈	*	⇈
Transmission, Major	⇈	*	⇈
Transmission, Minor	⇈	*	⇈
Drive System	!	*	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	⇈
Electrical	↑	*	↓
Climate System	⇈	*	↓
Suspension	⇊	*	⇈
Brakes	↑	*	⇈
Exhaust	↓	*	⇈
Paint/Trim	⇈	*	⇊
Noises/Leaks	↑	*	⇊
Body Hardware	!	*	⇊
Power Equipment	⇊	*	⇈
In-Car Electronics	↑	*	!

WORSE ⇊ ↓ ○ ↑ ⇈ BETTER ✓ RECOMMENDED

Honda Accord ✓

78 / 89
OVERALL SCORE

The Accord remains a sensible midsized sedan that is roomy, user-friendly, and fuel-efficient. The standard 1.5-liter turbo-four and CVT work smoothly and deliver adequate power. The 204-hp hybrid powertrain maximizes electric propulsion and mimics the shifting of a regular automatic. It managed a thrifty 40 mpg overall in our testing. The second-tier EX trim is well equipped with heated front seats and a sunroof. The ride is comfortable, and handling is responsive but not sporty. Rear-seat room is generous, and the trunk is large with a wide opening that makes the space easy to access. Controls are very easy to use in all the trim levels. It's unfortunate that BSW and RCTW are not available on the base LX. The Hybrid's reliability is above average, while the nonhybrid's is average.

$27,895-$29,910
BASE PRICE RANGE

85-96 ROAD TEST	↑ ADAS
○-↑ RELIABILITY	↓-○ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: EX, EX-L, LX, Sport, Sport-L, Touring

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (192 hp); 2.0-liter 4 hybrid (204 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,270**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **17.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32-40**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	○	○	○
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	⇈	⇈
Electrical	⇈	⇈	⇊
Climate System	↑	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	⇊	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇊	⇈
Noises/Leaks	⇊	⇊	⇈
Body Hardware	⇊	⇊	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	○	↓	⇈

Honda Civic ✓

71
OVERALL SCORE

The Civic's standard 2.0-liter four-cylinder has adequate power and gets 33 mpg overall. Handling is nimble and secure, but the ride is stiff and choppy, and the elevated road noise gets tiring on trips. The top Touring trim has better sound insulation and uses a more powerful 1.5-liter turbo engine, but it's pricier. The sporty Si version comes with a punchy 200-hp, turbocharged engine, coupled to a six-speed manual, which returns an impressive 32 mpg overall. The high-performance Type R is powered by a 315-hp, turbo four-cylinder. The Civic's cabin is relatively roomy, but the car's low-slung stance makes it awkward to get in and out. The infotainment system is very easy to use. BSW and RCTW are available only on the top trims. A hybrid version returns as a 2025 model later in the year.

$23,950-$44,795
BASE PRICE RANGE

74 ROAD TEST	↑ ADAS
○ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: EX, EX-L, LX, Si, Sport, Sport Touring, Touring, Type R

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (200 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (315 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **71**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **2,885**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **15.0**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **32-33**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	○	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	⇈	↑	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	↑	⇈
Electrical	⇈	⇈	⇈
Climate System	⇊	↑	⇈
Suspension	⇈	○	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	○	⇈
Noises/Leaks	⇈	○	○
Body Hardware	⇈	↑	⇈
Power Equipment	↑	○	↑
In-Car Electronics	↑	↓	⇈

Honda CR-V ✓

84-85
OVERALL SCORE

The CR-V gained size and weight during its 2023 redesign, but it didn't stray far from its proven formula of practicality and functionality. The 1.5-liter turbo-four mated to a CVT delivers unobtrusive propulsion, but it feels underpowered at times. At 26 mpg overall, fuel economy has regressed. The more fuel-efficient hybrid version combines a 2.0-liter engine with electric drive and got 35 mpg overall in our tests. The CR-V's ride is firm but absorbent, and handling is responsive and secure. The rear seat is generously sized and easy to get into. A relatively simple and boxy shape makes for ample cargo room. The controls and infotainment system are easy to use. BSW and RCTW aren't available on the base LX but are standard on other trims. The hybrid's reliability is average while the nonhybrid is above average.

$29,500-$36,160
BASE PRICE RANGE

88-93 ROAD TEST	↑ ADAS
ǀ-↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, EX-L, LX, Sport, Sport-L, Sport Touring

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (190 hp); 2.0-liter 4 hybrid (204 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **74**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **3,585**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **37.0**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **26-35**

RELIABILITY HISTORY

	'21	'22	**'23**
Overall Reliability	↑	↑	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	ǀ	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	⇈	↑	⇈
Power Equipment	⇈	ǀ	⇈
In-Car Electronics	ǀ	⇈	↑

Honda HR-V ✓

74
OVERALL SCORE

The HR-V has a relatively roomy interior for its size, user-friendly controls, and 27 mpg overall fuel economy. But ride comfort and sound insulation are weak points. Handling is ordinary but ultimately secure. We found that the 158-hp, 2.0-liter engine and CVT feel underpowered. There's plenty of headroom up front, and visibility over the hood is good, but the front seats lose support after about 30 minutes of driving. The controls and infotainment system are very easy to use. The LX and Sport get a 7-inch touchscreen, while the top EX-L gets a 9-inch screen. BSW and RCTW are standard on the Sport and EX-L but are unavailable on the base LX.

$24,600-$30,200
BASE PRICE RANGE

70 ROAD TEST	↑ ADAS
⇈ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX-L, LX, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (158 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **180**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **105**
Weight (lb.) **3,280**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	**'23**
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	ǀ	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	↑	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇊	⇈	⇈
Suspension	⇈	⇈	↑
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	⇈	↓	↑
Body Hardware	⇈	⇈	⇈
Power Equipment	↑	↓	⇈
In-Car Electronics	ǀ	⇈	⇈

Honda Odyssey ✓

76 OVERALL SCORE

The Odyssey blends refinement, quietness, and convenience in a practical package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed automatic. The engine is smooth, punchy, and hushed. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to, the 22 mpg fuel economy is no match for the Toyota Sienna hybrid, and unlike the Sienna and Chrysler Pacifica, the Odyssey isn't available with all-wheel drive. The 8-inch infotainment touchscreen is slow to respond and can be distracting.

$38,240-$50,370
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: minivan
TRIM LINES: Elite, EX, EX-L, Sport, Touring
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 (280 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **79**
Height (in.) **68**
Wheelbase (in.) **118**
Weight (lb.) **4,490**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,340**
Cargo Volume, cu.ft. **71.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	↑
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	!	⇈	↑
Suspension	⇈	⇈	⇈
Brakes	!	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	⇈	⇈
Noises/Leaks	↑	⇈	↑
Body Hardware	↑	⇊	⇊
Power Equipment	⇊	!	⇈
In-Car Electronics	⇊	⇊	!

Honda Passport ✓

70 OVERALL SCORE

The Passport is a shorter, five-seat version of the previous-generation Honda Pilot. In our tests the smooth, refined 3.5-liter V6 engine and nine-speed automatic returned 21 mpg overall. Unlike the Pilot, we found the Passport's ride to be stiff but without a marked improvement in handling agility. In fact, we'd call the Passport's handling clumsy, due in part to the considerable body lean when taking corners. The infotainment system is slow to respond, and the push-button gear selector is tricky to use without looking down at it. The entry EX-L trim is well equipped, has a roomy interior, and is full of handy storage places. All Passports come with standard all-wheel drive.

$41,900-$47,970
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Black Edition, EX-L, Trailsport
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (280 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **79**
Height (in.) **72**
Wheelbase (in.) **111**
Weight (lb.) **4,170**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **39.0**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	!	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	!	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇊	⇈
Electrical	↑	!	⇈
Climate System	↓	!	⇈
Suspension	↑	!	⇈
Brakes	↑	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	!	!
Body Hardware	↑	!	⇈
Power Equipment	⇈	⇈	⇊
In-Car Electronics	↑	⇊	⇈

Honda Pilot ✓

77
OVERALL SCORE

The Pilot is roomy, comfortable, and user-friendly. The smooth and refined V6 engine produces 285 hp and pulls strongly. It's paired with a slick, responsive 10-speed automatic. Most versions have an eight-passenger seating configuration with a flat-folding third-row seat. The ride is comfortable, and the cabin is quiet. Handling agility falls short, and the overly light steering doesn't help. At least stopping distances are on the shorter side for the midsized three-row SUV class. Controls are very easy to use, though the push-button gear selector takes some familiarity. The cabin has lots of handy storage cubbies and bins, and the second-row seat conveniently clears a path to the third row with the touch of a button. Maximum towing capacity is 5,000 pounds. BSW and RCTW aren't available on the base LX.

$37,090-$52,480
BASE PRICE RANGE

85 ROAD TEST	↑ ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Elite, EX-L, LX, Sport, Touring, Trailsport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 (285 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **114**
Weight (lb.) **4,635**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,340**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	!	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	!	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	!	⇈	⇈
Climate System	!	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	↑	↓
Noises/Leaks	⇊	⇈	↓
Body Hardware	↑	⇈	↓
Power Equipment	↑	↓	⇈
In-Car Electronics	↓	↑	↑

Honda Prologue

NA
OVERALL SCORE

Honda's first EV is the Prologue, which is similar to the Acura ZDX and co-developed with General Motors. It has a long, 121.8-inch wheelbase and midsized SUV room and functionality. Honda estimates the single motor EX will have an EPA driving range of 300 miles. Range estimates for the all-wheel-drive versions vary by trim, with the most common ones able to go 281 miles on a full charge. All versions have an 85-kilowatt-hour battery and a maximum DC fast-charging acceptance rate of 150 kilowatts. The cabin features an 11-inch digital instrument panel and an 11.3-inch infotainment screen; both look like tablet computers, rather than being integrated into the dash design. Honda says the Prologue will be followed by a wave of EVs based on its new in-house-developed platform.

$47,400-$57,900
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Elite, EX, Touring
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (212 hp); Electric (288 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **78**
Height (in.) **65**
Wheelbase (in.) **122**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NA**

FUEL
Electric
Range, miles **281 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

↓↓ ↓ ! ↑ ↑↑ WORSE ⊢—⊣ BETTER | ✓ RECOMMENDED

Honda Ridgeline ✓

78 OVERALL SCORE

Honda's easy-to-live-with Ridgeline midsized pickup is unlike most trucks in that it has a carlike unibody construction, fully independent suspension, and lockable trunk space below the composite bed floor. The rear gate can swing out like a door or open straight down like any other pickup. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests. A nine-speed automatic is the only available transmission, and all-wheel drive comes standard. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride comfort is a high point, and handling is more responsive than in conventional pickup trucks, plus the cabin is quiet.

$39,750-$46,350
BASE PRICE RANGE

83 ROAD TEST	↑↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Black Edition, RTL, Sport, TrailSport

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.5-liter V6 (280 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **125**
Weight (lb.) **4,415**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,545**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	↓
Engine, Major	↑↑	↑↑	↑↑
Engine, Minor	↑↑	↑↑	↑↑
Engine, Cooling	↑↑	↑↑	↑↑
Transmission, Major	↑↑	↑↑	↑↑
Transmission, Minor	↑↑	↑↑	↑↑
Drive System	↑↑	↑↑	↑↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑↑	!	↑↑
Electrical	!	↑↑	↑↑
Climate System	↑↑	↑↑	↑↑
Suspension	↑↑	↑↑	↑↑
Brakes	↑↑	↑↑	↑↑
Exhaust	↑↑	↑↑	↑↑
Paint/Trim	↑↑	↑	↑
Noises/Leaks	↑↑	↑	↑↑
Body Hardware	↑	↑	↑
Power Equipment	↓	↑↑	↓
In-Car Electronics	↑	↓	!

Hyundai Elantra ✓

74-77 OVERALL SCORE

The Elantra is one of the better small sedans. It has a sleek and easy-to-use infotainment system, a well-tuned transmission, and a relatively roomy interior for the class, plus it gets impressive fuel economy. The hybrid version is the best choice, not only for its superb 48 mpg overall but also for its better ride and handling. The standard engine is a 147-hp four-cylinder teamed with a continuously variable transmission, which together give quick acceleration and a commendable 33 mpg overall. The sporty N Line is quicker, but also has a stiffer suspension. Handling is nimble, but the ride is too firm and the engine gets noisy. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access awkward. The hybrid's reliability is average while the nonhybrid is above average.

$21,625-$35,200
BASE PRICE RANGE

79-85 ROAD TEST	↑ ADAS
!-↑ RELIABILITY	↓-! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Hybrid Blue, Hybrid Limited, Limited, N Line, SE, SEL

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)

TRANSMISSIONS: 6-speed sequential; 7-speed sequential; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **107**
Weight (lb.) **2,765**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **33-48**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	!	↑↑
Engine, Major	↑↑	↑	↑↑
Engine, Minor	↑↑	↑↑	↑↑
Engine, Cooling	↑↑	↑↑	↑↑
Transmission, Major	↑↑	↑↑	↑↑
Transmission, Minor	↓	↑↑	↑↑
Drive System	↑↑	↑↑	↑↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑↑	↑↑	↑↑
Electrical	↑↑	↑	↑↑
Climate System	↓	↑↑	↑↑
Suspension	↑↑	↑↑	↑↑
Brakes	↑↑	↑↑	↑↑
Exhaust	↑↑	↓	↑↑
Paint/Trim	↓	↑↑	↑↑
Noises/Leaks	↓	↑↑	↑
Body Hardware	↓	↑↑	↑↑
Power Equipment	↓	↓↓	↑
In-Car Electronics	↑↑	↑	↑↑

Hyundai Ioniq 5

67
OVERALL SCORE

The Ioniq 5, which is related to the Genesis GV60 and Kia EV6, is one of the most impressive EVs we've tested, with punchy acceleration, agile handling, a reasonably comfortable ride, and generous interior room. The EPA-estimated driving range is 303 miles for the single-motor, rear-wheel-drive version with the 77.4-kilowatt-hour battery and 260 miles for the dual-motor, all-wheel-drive model. Our AWD test car managed 267 miles during our 70 mph highway range test. Quick charging times are possible at public DC fast-charging venues, thanks to the battery's maximum acceptance rate of 235 kilowatts. Despite its futuristic vibe, the Hyundai's controls are mostly user-friendly. Many interior surfaces, such as the seats, headliner, and door trim, use eco-friendly materials.

$41,800-$59,400
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, SE, SEL
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (168 hp); Electric (225 hp); Electric (320 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **74**
Height (in.) **63**
Wheelbase (in.) **118**
Weight (lb.) **4,560**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric
Range, miles **267**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		⇊	●
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		⇈	⇈
Electric Motor		⇈	⇈
EV Battery		⇊	⇈
EV Charging		⇊	↑
Fuel System			
Electrical			
Climate System		⇊	↑
Suspension		↑	⇈
Brakes		⇈	⇈
Exhaust			
Paint/Trim		⇈	⇈
Noises/Leaks		⇊	⇈
Body Hardware		⇈	↑
Power Equipment		↓	↑
In-Car Electronics		↓	●

Hyundai Ioniq 6 ✓

83
OVERALL SCORE

The Ioniq 6 has an EPA-estimated driving range that spans 240 to 361 miles, depending on the trim line and tire size. It offers a choice of a 53- or 77.4-kilowatt-hour battery. Each version is offered with either rear- or all-wheel drive by virtue of dual motors. Our AWD test car with 20-inch tires and the larger battery went 265 miles in our 70 mph highway range test. Like the Ioniq 5, the 6 is capable of rapid DC fast charging in public places. The sedan's ride is firm yet comfortable, handling is agile, acceleration is smooth, and the cabin is quiet. The front seats are comfortable and the driver has decent space, but the rear seat is tight on headroom and foot space under the front seats. The aerodynamic styling results in limited trunk space and a narrow opening. Unfortunately, the window controls are inconveniently placed on the center console.

$37,500-$53,650
BASE PRICE RANGE

84 ROAD TEST	⇈ ADAS
↑ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Limited, SE, SEL
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (149 hp); Electric (225 hp); Electric (320 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **191**
Width (in.) **74**
Height (in.) **59**
Wheelbase (in.) **116**
Weight (lb.) **4,515**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **11.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **265**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

⇊ ↓ ! ↑ ⇈ WORSE — BETTER | ✓ RECOMMENDED

Hyundai Kona

63 OVERALL SCORE

The redesigned Kona is much more mature and substantial than the original. This generation is larger, making it considerably roomier for passengers and cargo. The standard 2.0-liter four-cylinder is mated to a very cultured CVT, and the uplevel 1.6-liter turbocharged four-cylinder is matched with an eight-speed automatic. A fully electric version is available with short- and long-range batteries. Between the two gas versions, we prefer the nonturbo engine for its more linear and predictable power delivery. Front- or all-wheel drive is available on the gas versions. We found the ride reasonably comfortable, handling is responsive, and the car is relatively quiet. Controls are easy to use, including the touchscreen infotainment system. Upscale features such as a power seat and power liftgate are offered as options.

$24,250-$33,300
BASE PRICE RANGE

72 ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, N Line, SE, SEL

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 turbo (190 hp); 2.0-liter 4 (147 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **171**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **105**
Weight (lb.) **3,265**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **28.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↓	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	↑	!
Engine, Cooling	⇈	↑	⇈
Transmission, Major	↓	↑	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	↑	↑
Brakes	↑	⇈	⇈
Exhaust	↓	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	⇈	!
Power Equipment	↑	⇊	⇈
In-Car Electronics	⇈	!	⇈

Hyundai Kona Electric

NA OVERALL SCORE

The redesigned Kona is once again offered as a pure electric version with front-wheel drive. This affordable EV comes with a short range in the base SE version, and a longer-range of 260 miles in all other trims. In public DC-fast charging places it can go from 10 to 80 percent state of charge in just 43 minutes, says the automaker. It takes about eight hours to charge it from near empty on a 240-volt connection. The charging port's front location is a bit inconvenient. Ride and handling are competent and the car accelerates quietly. The cabin is roomier than before thanks to gaining an inch in height and width, and growing 7.5 inches in length. The dual 12.3-inch screens serving as the instrument panel and infotainment display are easy enough to use but the twist column shifter takes some getting used to. Unlike the gas models, the EV has extra storage in the front trunk.

$32,675-$41,045
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: Limited, SE, SEL

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: Electric (133 hp); Electric (201 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **105**
Weight (lb.) **3,770**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **26.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **261 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	⇈	*	*
Electric Motor	⇈	*	*
EV Battery	!	*	*
EV Charging	⇈	*	*
Fuel System			
Electrical			
Climate System	⇈	*	*
Suspension	⇊	*	*
Brakes	⇊	*	*
Exhaust			
Paint/Trim	⇈	*	*
Noises/Leaks	⇈	*	*
Body Hardware	⇈	*	*
Power Equipment	⇊	*	*
In-Car Electronics	⇈	*	*

Hyundai Palisade ✓

83 OVERALL SCORE

The Palisade three-row midsized SUV is an extremely functional family vehicle, distinguished by a no-nonsense powertrain and thoughtfully designed interior. It can seat seven or eight people, depending on whether the second row is a bench or two separate captain's chairs. It shares its platform and many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details and benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touchscreen infotainment system.

$36,650-$53,850
BASE PRICE RANGE

85 ROAD TEST | ⇈ ADAS
↑ RELIABILITY | ↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Calligraphy, Calligraphy Night, Limited, SE, SEL, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.8-liter V6 (291 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **114**
Weight (lb.) **4,395**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,175**
Cargo Volume, cu.ft. **47.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	↓	⇈	↑
Brakes	!	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	!	↑	⇈
Power Equipment	↑	↑	⇈
In-Car Electronics	⇊	⇈	↑

Hyundai Santa Cruz ✓

74 OVERALL SCORE

Blending a small SUV and a pickup truck, the Santa Cruz comes with a rather strained 2.5-liter four-cylinder, but a powerful turbocharged engine is also available. Front- and all-wheel-drive versions are available. Fuel economy of 24 mpg overall in the turbo version is impressive. The Santa Cruz drives like a car, with responsive handling, a comfortable ride, and easy maneuverability. Rear visibility is hampered because of the small rear window and thick back pillars. Maximum tow capacity is a commendable 5,000 pounds, with a payload of 1,400 pounds. The tiny bed measures just over 4 feet long, but at least it has a lockable underbed trunk. Higher trims come with a handy sliding tonneau cover. Highway-speed AEB is optional.

$26,900-$41,320
BASE PRICE RANGE

77 ROAD TEST | ↑ ADAS
! RELIABILITY | ↑ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Limited, Night, SE, SEL, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

TRANSMISSIONS: 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **118**
Weight (lb.) **4,045**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,410**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↓	↑
Engine, Major		↑	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		↑	⇈
Transmission, Minor		↑	⇈
Drive System		⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇈	⇈
Electrical		↑	⇈
Climate System		⇈	⇈
Suspension		⇈	↑
Brakes		⇈	⇈
Exhaust		⇈	⇈
Paint/Trim		↑	⇈
Noises/Leaks		⇊	⇈
Body Hardware		!	↑
Power Equipment		⇊	⇈
In-Car Electronics		↑	↑

Hyundai Santa Fe

NA
OVERALL SCORE

The midsized Hyundai Santa Fe SUV is redesigned for the 2024 model year, giving it a boxy look and a striking interior. Increased dimensions bring improved interior space for rear passengers, a standard small third-row seat, and a larger rear hatch opening. Two carryover powertrains will be offered: a 2.5-liter turbocharged four-cylinder engine with an eight-speed dual-clutch automatic transmission and a 1.6-liter turbocharged four-cylinder hybrid with a six-speed automatic. The plug-in hybrid option has been dropped. Front- and all-wheel drive will be available. The dash features a large, curved display screen that integrates the dual 12.3-inch displays for the digital driver's instrument screen and the infotainment system. One nice feature is that the cubby under the armrest is double hinged so it can be opened either from the front or the rear.

$33,950-$48,300
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Calligraphy, Limited, SE, SEL, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 1.6-liter 4 hybrid (231 hp); 2.5-liter 4 turbo (277 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **75**
Height (in.) **68**
Wheelbase (in.) **111**
Weight (lb.) **4,485**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Regular
EPA combined **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↑
Engine, Major	↑	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇊	⇊	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	↑	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	↓	↑
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	!	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	↑	↑
Body Hardware	↑	⇈	⇈
Power Equipment	⇊	⇊	⇈
In-Car Electronics	↑	!	↑

Hyundai Sonata ✓

72-74
OVERALL SCORE

The 2024 Sonata gets a freshening that includes a wide, rectangular display screen that stretches from the steering wheel across the center console and a column mounted twist action gear selector. Both conventional gas and hybrid-electric drivetrains, and a 2.5-liter turbocharged engine for the N Line performance version, are available. The standard 2.5-liter four-cylinder coupled to an eight-speed automatic provides unobtrusive, linear power and 31 mpg overall in our tests. For 2024, it will be available with all-wheel drive. The hybrid returned an excellent 44 mpg overall in our tests, but we found that its six-speed automatic has some rough shifts. We like the sedan's responsive handling but found the ride to be stiff. Rear-seat room is decent, although the low stance compromises access.

$27,500-$34,950
BASE PRICE RANGE

81-83 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Hybrid Limited, Hybrid SEL, N Line, SEL

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 hybrid (192 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (290 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,175**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **16.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **31-44**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	↑	⇈
Engine, Cooling	⇈	⇈	↑
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	↓
Electrical	⇈	↓	⇈
Climate System	⇈	⇈	↑
Suspension	↓	⇈	⇈
Brakes	⇈	!	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	↑
Noises/Leaks	!	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	↓	!	!
In-Car Electronics	!	!	⇈

Hyundai Tucson ✓

82
OVERALL SCORE

The Tucson's standard 2.5-liter four-cylinder and eight-speed automatic provide leisurely acceleration. The hybrid version is significantly quicker and quieter, and gets an excellent 35 mpg overall. A plug-in hybrid is also available and can cover 33 miles on electric power. The ride is firm yet steady, handling is responsive and secure, and the quiet cabin is nicely trimmed for the class. The back seat is roomy, and the cargo area is generous for the class. Controls are easy to use. But higher trims replace physical volume and temperature knobs with touch-sensitive controls and a push-button gear selector. The Hybrid and PHEV versions have average reliability while the regular version is above average.

$27,500-$45,450
BASE PRICE RANGE

85 ROAD TEST	⏫ ADAS
🔼 RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Blue, Limited, N Line, SE, SEL, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 12.5-liter 4 (187 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **109**
Weight (lb.) **3,605**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **38.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⏫	●	⏫
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	⏫	⏫	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	🔼	⏫	⏫
Suspension	⏫	⏫	⏫
Brakes	⏫	🔼	⏫
Exhaust	🔼	⏫	⏫
Paint/Trim	⏫	🔼	⏫
Noises/Leaks	🔼	🔼	⏫
Body Hardware	⏫	🔼	⏫
Power Equipment	🔼	●	⏫
In-Car Electronics	🔼	🔽	🔽

Hyundai Tucson Hybrid/PHEV ✓

82-85
OVERALL SCORE

The Tucson Hybrid is significantly quicker and quieter than the conventionally-powered model, and got an excellent 35 mpg overall. The plug-in hybrid electric vehicle (PHEV) takes the regular hybrid a step thanks to a more robust electric drive and a larger battery that enables an EPA-estimated 33 miles of electric driving. Once the battery is depleted and the PHEV transitions to hybrid operation it gets a lower 31 mpg, which means it's important to plug in often to maximize the electric miles. It takes just under 11 hours to recharge the battery on a 120-volt outlet, or about 2.5 hours on a 240-volt EV charger. Other aspects mirror the conventional Tucson, like the steady and comfortable ride, responsive handling, and relatively quiet cabin. The rear seat is roomy, and the cargo area is generous for the class. Controls are easy to use, but the push-button gear selector takes some familiarity.

$32,575-$45,450
BASE PRICE RANGE

94 ROAD TEST	⏫ ADAS
● RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, SEL

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 turbo hybrid (226 hp); 1.6-liter 4 turbo plug-in hybrid (261 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **109**
Weight (lb.) **4,105**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **38.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric or regular
CR Overall mpg **31-35**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		🔼	⏬
Engine, Major		⏫	⏬
Engine, Minor		🔽	⏫
Engine, Cooling		⏫	⏫
Transmission, Major		⏫	●
Transmission, Minor		⏫	⏫
Drive System		⏫	⏫
Electric Motor		⏫	⏫
EV Battery		⏫	⏫
EV Charging		⏫	⏫
Fuel System		⏫	⏫
Electrical		🔽	⏫
Climate System		⏫	⏫
Suspension		⏫	⏬
Brakes		⏫	⏫
Exhaust		⏫	⏫
Paint/Trim		⏫	⏫
Noises/Leaks		⏫	⏬
Body Hardware		⏫	⏫
Power Equipment		⏫	⏫
In-Car Electronics		🔼	⏫

Hyundai Venue ✓

64 OVERALL SCORE

Hyundai's tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect from its diminutive exterior dimensions. However, the Venue's cheerful appearance can't hide its budget underpinnings. As is the case with other subcompacts, the Venue's 121-hp, 1.6-liter four-cylinder engine is not tremendously powerful and the ride is stiff and choppy. The seats feel spongy and short on support, the bare bones interior and firm armrests are uncomfortable for long drives, and plenty of engine and wind noise make their way into the cabin. Handling is nimble, and the car is extremely easy to park and maneuver. An 8-inch touchscreen infotainment system is standard. BSW, RCTW, and highway-speed AEB are optional.

$19,900-$23,150
BASE PRICE RANGE

64 ROAD TEST	! ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Limited, SE, SEL
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 (121 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **159**
Width (in.) **70**
Height (in.) **62**
Wheelbase (in.) **99**
Weight (lb.) **2,645**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **19.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Infiniti Q50 ✓

74 OVERALL SCORE

The Q50 luxury sports sedan is available in rear- and all-wheel drive. Its 300-hp turbo V6 engine is very punchy and, combined with the seven-speed automatic, makes the car quick. But fuel economy is a thirsty 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and back seat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up short, and the level of amenities is below the curve for a luxury model, showing this car's age. Infiniti's dual touchscreen infotainment system is slow and cumbersome to use. It requires multiple steps for simple tasks, which causes additional driver distraction. The Red Sport model comes with a 400-hp turbo V6. Unfortunately, pedestrian detection is not offered.

$43,050-$58,900
BASE PRICE RANGE

82 ROAD TEST	⌃ ADAS
! RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Luxe, Red Sport 400, Sensory
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp)
TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,875**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Infiniti QX50

67 OVERALL SCORE

Infiniti's QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Acceleration is competitive, but we got just 22 mpg overall in our all-wheel-drive test car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly calm, but some impacts come through as stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's ProPilot Assist feature is now standard; it can keep the QX centered in its lane, and maintain and adjust speed according to traffic.

$41,000-$58,050
BASE PRICE RANGE

75 ROAD TEST

⏫ ADAS

● RELIABILITY

⏬ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Autograph, Luxe, Pure, Sensory, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (268 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **110**
Weight (lb.) **4,155**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,000**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Infiniti QX60 ✓

70 OVERALL SCORE

Infiniti transformed the three-row QX60 into a slick, refined vehicle with the 2023 redesign. Based on the Nissan Pathfinder, this luxury SUV's 295-hp V6 and nine-speed automatic supply plenty of power and deliver a decent 21 mpg overall. Front- and all-wheel-drive versions are available. The ride is comfortable, and the cabin is quiet. Handling is sound but not particularly agile. The standard 12.3-inch touchscreen infotainment system is fairly easy to navigate, with functions handled via either the screen or a knob on the center console. The ProPilot Assist active driving assistance system uses adaptive cruise control and lane centering assistance to help reduce stress while driving in highway traffic.

$49,650-$66,100
BASE PRICE RANGE

81 ROAD TEST

⏫ ADAS

● RELIABILITY

⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Autograph, Luxe, Pure, Sensory

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.5-liter V6 (295 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **114**
Weight (lb.) **4,630**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **41.0**
Towing Capacity (lb.) **6,000**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	**'22**	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Infiniti QX80

56 OVERALL SCORE

The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but the QX80 chugs premium fuel and returns just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungraceful affair. Cargo volume is plentiful, and the small power-folding third-row seat comes in handy for carrying two kids. A recent refresh brought a more modern infotainment system and other updated controls. The Nissan Armada is essentially the same vehicle but costs less. A 2025 redesign is coming soon.

$74,150-$88,450
BASE PRICE RANGE

62 ROAD TEST	⏫ ADAS
! RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxe, Premium Select, Sensory

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 5.6-liter V8 (400 hp)

TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,990**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,590**
Cargo Volume, cu.ft. **49.5**
Towing Capacity (lb.) **8,500**

FUEL
Premium
CR Overall mpg **15**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar E-Pace

52 OVERALL SCORE

The E-Pace is a stylish and nimble small luxury SUV powered by a 2.0-liter turbocharged four-cylinder mated to a nine-speed automatic and all-wheel drive. Unfortunately, its 246 hp is delivered in an uneven fashion: It either accelerates with a sudden burst or feels lethargic and slow. Fuel economy of 21 mpg overall is abysmal, given its small size. Agile handling and sharp steering make the little Jaguar fun to drive, but it comes at the expense of a stiff ride that lets the passengers feel every bump and rut. The controls are cumbersome but manageable, and the touchscreen infotainment system has been updated with Jaguar's latest Pivi Pro system. Rear and side visibility are challenging, thanks to thick roof pillars. Interior ambience is too ordinary and not befitting a car in this class. Jaguar has announced that it will build its last internal combustion engine-powered vehicles in 2024.

$49,500
BASE PRICE RANGE

67 ROAD TEST	⏫ ADAS
🔽 RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (246 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **82**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **4,130**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **21.5**
Towing Capacity (lb.) **3,970**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar F-Pace

51 OVERALL SCORE

Jaguar's compact luxury SUV shares its platform with the Range Rover Velar. A 2.0-liter turbo four-cylinder is the base engine. Higher-end versions get a turbocharged 3.0-liter six-cylinder that makes the car feel quick and effortless. There's also an SVR model with a 542-hp, supercharged V8. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, which makes for a lively driving experience, though the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of an Audi Q5 or a BMW X3. The infotainment system has been updated to Jaguar's latest Pivi Pro system. We found that the A/C system isn't always up to the task. Jaguar has announced that it will build its last internal combustion engine-powered vehicles in 2024.

$57,000-$91,900
BASE PRICE RANGE

69 ROAD TEST
▲ ADAS
▼ RELIABILITY
▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: R-Dynamic S, SVR
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (246 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (542 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **87**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,350**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **5,290**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar I-Pace

54 OVERALL SCORE

The I-Pace all-electric SUV seats five and has an EPA-estimated driving range of 246 miles. It's a quick and quiet car that handles nimbly. The ride is firm yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system along with a fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. The 90-kilowatt-hour battery takes about 13 hours to recharge from almost empty using a 240-volt connection. Even at a public DC fast charger, the I-Pace is behind the pace because of its mere 100-kilowatt acceptance rate.

$72,000
BASE PRICE RANGE

72 ROAD TEST
▲ ADAS
▼ RELIABILITY
▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: HSE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (394 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **75**
Height (in.) **61**
Wheelbase (in.) **118**
Weight (lb.) **4,920**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpg **246 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	*	*
Electric Motor	*	*	*
EV Battery	*	*	*
EV Charging	*	*	*
Fuel System			
Electrical			
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust			
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ I ↑ ⇈ ✓
WORSE ⊢⊣ BETTER | RECOMMENDED

Jeep Compass

NA
OVERALL SCORE

The Compass received a host of changes in the 2023 model year. Jeep replaced the 2.4-liter four-cylinder, which we found to be unrefined and sluggish, with a 2.0-liter turbo four-cylinder, and dropped the balky nine-speed automatic in favor of an eight-speed. Four-wheel drive is now standard. The Compass we tested with the 2.4-liter engine wasn't very agile, but it proved to be secure at its limits. Aside from the allure of the Jeep brand, the Compass trails the competition in several important metrics. The ride is rather stiff and jittery. The rear seat is too low and flat. The freshening also brought an updated version of the Uconnect infotainment system with the choice of an 8.4-inch or a 10.1-inch screen.

$25,900-$33,895
BASE PRICE RANGE

NA	⇈
ROAD TEST	ADAS
I	⇊
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Latitude, Latitude LUX, Limited, Sport, Trailhawk
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (200 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **74**
Height (in.) **65**
Wheelbase (in.) **104**
Weight (lb.) **3,620**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
EPA combined **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	⇈	*
Engine, Major	*	⇈	*
Engine, Minor	*	⇈	*
Engine, Cooling	*	⇈	*
Transmission, Major	*	⇈	*
Transmission, Minor	*	I	*
Drive System	*	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	*
Electrical	*	⇈	*
Climate System	*	⇈	*
Suspension	*	⇈	*
Brakes	*	⇈	*
Exhaust	*	⇈	*
Paint/Trim	*	⇈	*
Noises/Leaks	*	⇈	*
Body Hardware	*	⇈	*
Power Equipment	*	⇈	*
In-Car Electronics	*	⇊	*

Jeep Gladiator

45
OVERALL SCORE

A longer wheelbase and a 5-foot bed transform the Wrangler into the Gladiator pickup truck. The standard 285-hp, 3.6-liter V6 is mated to either a smooth eight-speed automatic or a six-speed manual. The Jeep returned 18 mpg overall with the automatic in our tests. Unlike most compact pickups, the Gladiator uses coil springs in the rear suspension, which make the ride relatively comfortable, though handling is pretty clumsy. A soft top is standard, though a removable hardtop is available. Wind noise on the highway is elevated with either top. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch, and a full-time 4WD system is available. The 3.0-liter V6 diesel has been discontinued. AEB, BSW, and RCTW are optional, and pedestrian detection isn't offered.

$37,895-$52,995
BASE PRICE RANGE

52	Opt.
ROAD TEST	ADAS
↓	I
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Mojave, Rubicon, Sport, Sport S, Willys
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: 3.6-liter V6 (285 hp)
TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **218**
Width (in.) **74**
Height (in.) **75**
Wheelbase (in.) **137**
Weight (lb.) **4,650**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,450**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	⇈	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	I	⇈	*
Drive System	⇊	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	↓	*
Climate System	⇈	⇈	*
Suspension	⇊	⇈	*
Brakes	⇈	⇈	*
Exhaust	I	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇈	⇈	*

Jeep Grand Cherokee PHEV

55
OVERALL SCORE

The Grand Cherokee 4xe is a plug-in hybrid electric vehicle that can cover about 25 miles of electric driving range before transitioning into regular hybrid operation. The 2.0-liter turbo four-cylinder has some punch and feels refined. It takes about 13 hours to charge the battery on a standard household plug. Fuel economy as a hybrid was 21 mpg in our testing, which is only slightly better than the 20 mpg overall we got with the standard V6. Like the regular Grand Cherokee, handling is sound and secure, brake pedal feel is firm and inspires confidence, and the ride is taut yet absorbent, particularly with the smaller 18-inch tires. There is also a Trailhawk version with off-road modes and a height-adjustable suspension. The Grand Cherokee's latest Uconnect 5 infotainment system has many features and levels of customization, but requires an initial learning curve.

$60,490-$79,150
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
↓ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 4xe, Overland 4xe, Summit 4xe, Summit Reserve 4xe, Trailhawk 4xe

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo plug-in hybrid (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **78**
Height (in.) **71**
Wheelbase (in.) **117**
Weight (lb.) **5,415**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,050**
Cargo Volume, cu.ft. **36.0**
Towing Capacity (lb.) **6,000**

FUEL
Electric or regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Jeep Grand Cherokee/Grand Cherokee L

51-54
OVERALL SCORE

The Grand Cherokee and Grand Cherokee L are comfortable and upscale SUVs that pack in some Jeep aura. The interior is nicely finished, and the SUV drives well. The standard 3.6-liter V6 is responsive, and the eight-speed automatic is smooth. Handling is sound and secure, and the ride is firm yet absorbent, particularly with the smaller 18-inch tires. Off-road seekers will want the Trailhawk, which has low-range gearing and height-adjustable suspension. The infotainment system has many features and customization options but can be confusing. The Grand Cherokee L is a longer version that gives Jeep a midsized three-row SUV. The second- and third-rows have more space than many rivals. But the second-row seats are flat, and the third-row seats are low to the floor, causing an uncomfortable knee-bend for adults.

$38,035-$74,670
BASE PRICE RANGE

71-73 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Altitude, Laredo, Limited, Overland, Summit, Summit Reserve, Trailhawk

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.6-liter V6 (293 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **78**
Height (in.) **71**
Wheelbase (in.) **117**
Weight (lb.) **4,480**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,050**
Cargo Volume, cu.ft. **36.0**
Towing Capacity (lb.) **6,200**

FUEL
Regular or premium
CR Overall mpg **19-20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	❙	↓	↓
Engine, Major	⇈	↑	⇈
Engine, Minor	⇈	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	⇈	↑
Drive System	↓	↓	↓
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	↑	⇈
Electrical	⇈	❙	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇊	↓
Brakes	⇊	⇈	⇈
Exhaust	↑	⇈	⇈
Paint/Trim	⇈	❙	⇈
Noises/Leaks	⇊	⇊	↑
Body Hardware	⇈	↓	↓
Power Equipment	↑	⇊	⇈
In-Car Electronics	⇈	⇊	⇊

Jeep Wagoneer

NA
OVERALL SCORE

This large three-row luxury SUV is based on the Ram 1500 pickup truck and comes in standard and long-wheelbase body styles. Unlike the Ram, the Wagoneer has independent rear suspension. The more premium Grand Wagoneer gets more luxury amenities, and typically a six-figure price. The Wagoneer that we tested with its discontinued 5.7-liter V8 returned just 15 mpg overall. It should be less thirsty with the 3.0-liter turbo six-cylinder, the only engine for 2024. The Wagoneer rides comfortably, particularly if equipped with the optional air suspension, and the big SUV is very quiet. Handling is sound but not a strong suit. The cabin is very roomy, and even the third-row seat is suitable for adults. The extra-premium Grand Wagoneer is even more luxurious, and shares the same powertrain. A 15-inch-longer L version of both models is also available.

$62,945-$82,445
BASE PRICE RANGE

NA ROAD TEST	↑↑ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Base, Carbide, Series II, Series III

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.0-liter 6 turbo (420 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **215**
Width (in.) **84**
Height (in.) **76**
Wheelbase (in.) **123**
Weight (lb.) **6,150**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,510**
Cargo Volume, cu.ft. **63.5**
Towing Capacity (lb.) **5,980**

FUEL
Premium
EPA combined **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Jeep Wrangler

25
OVERALL SCORE

The Wrangler remains true to the off-roading icon's heritage. Its essential hallmarks remain, with body-on-frame construction, solid axles, and two- and four-door configurations. Hardcore off-road fans will want the Rubicon. The standard 2.0-liter turbocharged four-cylinder provides decent power. The V6 with the eight-speed automatic feels stronger, and we got 18 mpg overall. Jeep also offers a 4xe plug-in hybrid that can drive 21 miles on electric power. Handling is cumbersome but secure. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. AEB, BSW, and RCTW are all optional, and pedestrian detection isn't offered at all. A 12.3-inch touchscreen with the latest UConnect infotainment system is part of a 2024 freshening.

$31,995-$91,545
BASE PRICE RANGE

34 ROAD TEST	**Opt.** ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV

TRIM LINES: Rubicon, Rubicon 392, Rubicon X, Sahara, Sport, Sport S, Willys

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0L 4 turbo (270 hp); 2.0L 4 plugin hybrid (375 hp); 3.6L V6 (285 hp); 6.4L V8 (470 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **188**
Width (in.) **74**
Height (in.) **74**
Wheelbase (in.) **118**
Weight (lb.) **4,440**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **41.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓↓	↓	↓
Engine, Major	↓	!	↑↑
Engine, Minor	↑	!	↑↑
Engine, Cooling	↑	↑↑	↑↑
Transmission, Major	↑	!	↑↑
Transmission, Minor	↑	↑↑	↑↑
Drive System	↓	↑	!
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	↑↑	↑↑
Electrical	↓	!	!
Climate System	↑↑	↑↑	↑↑
Suspension	↓↓	↓	↓↓
Brakes	↑	↑↑	↑↑
Exhaust	↑↑	↑↑	↑↑
Paint/Trim	!	↑↑	↑↑
Noises/Leaks	↑	↑	↑↑
Body Hardware	!	↑↑	↑↑
Power Equipment	!	↑↑	↑↑
In-Car Electronics	↑	↑↑	↑↑

Kia Carnival ✓

82 OVERALL SCORE

Kia's minivan is roomy and refined, and it comes with desirable active safety features and plenty of optional luxury amenities. The Carnival uses a punchy 290-hp V6 that has lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors but no match for the Toyota Sienna hybrid. The ride is comfortable, and handling is secure but not agile. Controls are easy to use. High-end versions come with a loungelike reclining feature for the second row. The midsection of the second row can handily slide fore and aft, but owners have to remove the second-row seats for maximum cargo capacity, and they are heavy. A hybrid version will be available when the 2025 model arrives later this summer.

$33,600-$46,700
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: minivan

TRIM LINES: EX, LX, SX, SX Prestige

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 (290 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **122**
Weight (lb.) **4,595**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,325**
Cargo Volume, cu.ft. **72.0**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Kia EV6 ✓

77 OVERALL SCORE

The EV6 is Kia's first car designed from the outset to be fully electric. EPA-estimated driving ranges are 310 miles for the rear-drive, long-range-battery model and 282 miles for the all-wheel-drive version. We got 277 miles in our highway range test for the AWD. The base rear-drive model has a smaller battery, less horsepower, and only a 232-mile range. The top-level GT AWD model produces a whopping 576 hp. Recharging can be done relatively quickly at public DC fast chargers, thanks to the EV6's 240-kilowatt max acceptance rate. The EV6 is taut and agile, and the ride is steady and comfortable. It glides silently down the road and accelerates briskly. Rear and side visibility are restricted, and the car is saddled with annoying split-use climate and audio controls.

$42,600-$61,600
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GT, GT-Line, Light, Wind

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (167 hp); Electric (225 hp); Electric (320 hp); Electric (576 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **74**
Height (in.) **61**
Wheelbase (in.) **114**
Weight (lb.) **4,540**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,300**

FUEL
Electric
Range, miles **277**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		!	!
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		⇈	↑
Electric Motor		⇈	⇈
EV Battery		⇈	⇈
EV Charging		↓	!
Fuel System			
Electrical			
Climate System		⇈	⇈
Suspension		⇈	⇈
Brakes		⇈	⇈
Exhaust			
Paint/Trim		↓	⇈
Noises/Leaks		⇈	⇈
Body Hardware		⇈	↑
Power Equipment		↑	⇈
In-Car Electronics		⇈	!

Kia EV9

NA
OVERALL SCORE

The EV9 is the first all-electric three-row SUV from a mainstream automaker. It has seating for six or seven, and is about the same size as the Telluride SUV but with a longer wheelbase, giving it more interior space. The single-motor version makes 215 hp with rear-wheel drive, while the dual-motor AWD version makes 379 hp. The long-range, RWD version has an EPA-estimated range of 304 miles, while the AWD version is rated at 280. The SUV is quick and quiet, and rides comfortably. Some of the controls are unusual and unconventional but easy enough to get used to, although the climate information can be difficult to read at a glance because it's hidden by the steering wheel rim. Adaptive cruise control with lane change assistance is also standard.

$54,900-$73,900
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	**NA** SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GT-Line, Land, Light, Wind

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: Electric (201 hp); Electric (215 hp); Electric (379 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **122**
Weight (lb.) **5,715**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Electric
Range, miles **280 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Kia Forte ✓

70
OVERALL SCORE

The budget-friendly, compact Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from a too-stiff ride and a noisy cabin. The standard 147-hp four-cylinder pulls adequately, and the continuously variable transmission provides unobtrusive progress, but the engine gets raucous when pushed. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte tackles corners willingly. But it feels like the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midlevel LXS are uncomfortable. The infotainment system is simple and easy to use. A sportier GT model with a turbo engine is also available. BSW and RCTW are optional.

$19,990-$25,390
BASE PRICE RANGE

71 ROAD TEST	↑ ADAS
↑ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: GT, GT-Line, LX, LXS

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)

TRANSMISSIONS: 6-speed manual; 7-speed sequential; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **71**
Height (in.) **57**
Wheelbase (in.) **106**
Weight (lb.) **2,805**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **15.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Kia K5 ✓

80 OVERALL SCORE

Kia's midsized sedan is roomy and fuel-efficient, handles securely, and has user-friendly controls. The standard 1.6-liter turbo four-cylinder delivers ample power and commendable fuel economy, at 32 mpg overall in our tests. Although the K5 shares its platform with the Hyundai Sonata, the Kia has a more comfortable ride. The roomy cabin has a traditional layout with a conventional gear selector. Unfortunately, buyers have to opt for a GT-Line or above to get a power driver's seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility; others require a cable. All-wheel drive is available. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$25,590-$31,990
BASE PRICE RANGE

84 ROAD TEST	⇈ ADAS
↑ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: EX, GT, GT-Line, LXS

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 turbo (180 hp); 2.5-liter 4 turbo (290 hp)

TRANSMISSIONS: 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,150**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **16.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	●	⇈
Engine, Major	*	⇈	⇈
Engine, Minor	*	⇈	⇈
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	⇈	⇈
Transmission, Minor	*	⇊	⇈
Drive System	*	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	⇈
Electrical	*	⇈	⇈
Climate System	*	⇈	⇈
Suspension	*	⇈	⇈
Brakes	*	⇊	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	⇈	⇈
Noises/Leaks	*	⇈	↓
Body Hardware	*	⇈	⇈
Power Equipment	*	⇊	⇈
In-Car Electronics	*	↑	↑

Kia Niro EV ✓

71 OVERALL SCORE

The second-generation Niro EV is one of the most pleasant-driving, budget-friendly electric models you can buy. The 11-kilowatt onboard charger allows for quicker home charging, but its meager 85-kW max acceptance rate means public DC fast charging will be relatively slow. With a 201-hp electric motor, acceleration is immediate and effortless, and much quicker than the Niro hybrid. We got 239 miles in our 70 mph highway range test. Of note, it's available only with front-wheel drive. Ride and handling are also better with the EV. The front seats are comfortable, and the rear seat is roomy. Hatchback versatility is an asset, and the Niro's compact footprint makes for easy urban maneuverability. Some controls aren't intuitive, particularly the distracting split-use panel for the audio and climate systems. Thick rear roof pillars compromise visibility.

$39,600-$44,600
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: Wave, Wind

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **107**
Weight (lb.) **3,750**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **23.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **239**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	↑	↓
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	⇈	⇈
Electric Motor	*	⇈	⇈
EV Battery	*	⇈	↓
EV Charging	*	↑	⇊
Fuel System			
Electrical			
Climate System	*	↑	⇈
Suspension	*	⇈	⇈
Brakes	*	●	⇈
Exhaust			
Paint/Trim	*	⇈	⇈
Noises/Leaks	*	●	⇈
Body Hardware	*	⇈	⇈
Power Equipment	*	⇈	⇈
In-Car Electronics	*	⇈	●

Kia Niro/Niro PHEV ✓

79/85
OVERALL SCORE

The redesigned Niro is a sensible, economical hybrid that rivals most small SUVs in terms of utility, including a roomy rear seat, although it is FWD only. Handling and braking have been improved over the last version, and the ride is mostly comfortable, but road noise is very noticeable. The controls are relatively intuitive, other than the split-use panel for the audio and climate systems. Rear three-quarter visibility is hurt by the lack of a third side window. The hybrid achieved an excellent 45 mpg overall, a 2 mpg improvement over the first generation. The plug-in hybrid electric vehicle (PHEV) version splits the difference between the standard model and the Niro EV. The PHEV has an EPA-estimated electric range of 33 miles, after which it transitions to regular hybrid operation and gets 47 mpg, in our tests. It takes just 5.5 hours to recharge the 11.1-kWh battery using a 120-volt household outlet.

$26,940-$40,140
BASE PRICE RANGE

83-87
ROAD TEST

⇈
ADAS

↑
RELIABILITY

!-↑
SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: EX, EX Touring, LX, SX, SX Touring

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 plug-in hybrid (180 hp)

TRANSMISSIONS: 6-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **107**
Weight (lb.) **3,100**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **23.0**
Towing Capacity (lb.) **NR**

FUEL
Electric or regular
CR Overall mpg **45-47**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	↑
Engine, Major	*	*	⇈
Engine, Minor	*	*	⇈
Engine, Cooling	*	*	⇈
Transmission, Major	*	*	⇈
Transmission, Minor	*	*	⇈
Drive System	*	*	⇈
Electric Motor	*	*	⇈
EV Battery	*	*	⇈
EV Charging	*	*	
Fuel System	*	*	⇈
Electrical	*	*	⇈
Climate System	*	*	⇊
Suspension	*	*	⇈
Brakes	*	*	⇈
Exhaust	*	*	⇈
Paint/Trim	*	*	⇈
Noises/Leaks	*	*	⇈
Body Hardware	*	*	⇈
Power Equipment	*	*	⇈
In-Car Electronics	*	*	!

Kia Seltos ✓

68
OVERALL SCORE

The Seltos subcompact SUV slots below the Sportage and offers versatility at a budget-friendly price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. For 2024, the uplevel 1.6-liter turbocharged four-cylinder engine gained 20 hp and is now paired with an eight-speed automatic. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. BSW and RCTW are unavailable on the base trim but come standard on other trims.

$24,490-$30,090
BASE PRICE RANGE

73
ROAD TEST

↑
ADAS

!
RELIABILITY

⇊
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, LX, S, SX, X-Line

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 turbo (195 hp); 2.0-liter 4 (146 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **71**
Height (in.) **64**
Wheelbase (in.) **104**
Weight (lb.) **3,120**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **28.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	*	!
Engine, Major	⇊	*	⇈
Engine, Minor	⇈	*	⇈
Engine, Cooling	⇈	*	⇈
Transmission, Major	!	*	!
Transmission, Minor	⇈	*	⇈
Drive System	⇈	*	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	⇈
Electrical	!	*	⇈
Climate System	↓	*	⇈
Suspension	⇈	*	⇈
Brakes	⇈	*	!
Exhaust	⇈	*	⇈
Paint/Trim	!	*	⇈
Noises/Leaks	⇈	*	⇈
Body Hardware	⇈	*	⇈
Power Equipment	⇈	*	⇈
In-Car Electronics	⇈	*	⇈

Kia Sorento ✓

72-77
OVERALL SCORE

The Sorento SUV slots in between the compact and midsized categories. It comes standard with three rows of seats in either a six- or seven-passenger configuration. Upper trims get the six-passenger format with two individual captain's chairs in the second row. The base four-cylinder engine is neither quick nor quiet, while the 281-hp, turbo four-cylinder that comes on EX and higher trims gives strong acceleration and commendable fuel economy. But its dual-clutch automatic causes low-speed vibrations. Handling is secure, but the ride is moderately stiff. We think the pick of the model line is the hybrid version, which is quieter, rides more comfortably, and gets an impressive 28 mpg overall. There's also a PHEV model with 32 miles of electric-only range.

$31,990-$50,290
BASE PRICE RANGE

82-86 ROAD TEST	⇈ ADAS
● RELIABILITY	⇊-↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, LX, S, SX, SX-Prestige, X-Line, X-Pro

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 plugin hybrid (261 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **111**
Weight (lb.) **3,985**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,030**
Cargo Volume, cu.ft. **39.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **25-28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↑
Engine, Major	⇈	●	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇊	●	⇈
Transmission, Minor	⇊	●	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇊	⇈
Electrical	⇈	⇈	⇈
Climate System	●	●	⇈
Suspension	●	●	⇈
Brakes	⇈	⇈	⇈
Exhaust	●	⇈	⇈
Paint/Trim	↑	⇈	↓
Noises/Leaks	⇈	⇈	⇈
Body Hardware	↑	⇈	↓
Power Equipment	●	⇈	⇈
In-Car Electronics	↑	⇈	↓

Kia Soul ✓

73
OVERALL SCORE

The Soul blends personality and versatility with its familiar boxy shape and cheerful character. A continuously variable transmission contributes to good fuel economy, but the 147-hp, 2.0-liter four-cylinder engine gets loud when pushed hard, such as when merging onto the highway or climbing a steep hill. We got 28 mpg overall in our tests. Handling is nimble, with the Soul displaying an eagerness to turn into curves and bends. But the ride is notably stiff, with the suspension failing to absorb sharp bumps and potholes. Easy access and good outward visibility continue to be strengths. The top EX trim comes with a power driver's seat that has a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center touchscreen. BSW and RCTW are standard on S and higher trims but optional on the LX.

$20,190-$24,490
BASE PRICE RANGE

77 ROAD TEST	↑ ADAS
● RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: EX, GT-Line, LX, S

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (147 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **165**
Width (in.) **71**
Height (in.) **63**
Wheelbase (in.) **102**
Weight (lb.) **2,995**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **24.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	⇈	↑
Engine, Major	⇊	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇊	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇊	⇈	⇈
Climate System	⇈	↓	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	●	⇈	⇈
Body Hardware	●	⇈	●
Power Equipment	●	⇈	⇈
In-Car Electronics	⇈	⇈	↑

Kia Sportage ✓

74
OVERALL SCORE

The Sportage is one of the roomiest small SUVs, and the mainstream EX trim we tested packs lots of desirable features, such as dual-zone automatic climate control, a power driver's seat with lumbar adjustment, heated front seats, and automatic high beams. But its lackluster four-cylinder engine returned 25 mpg overall in our tests, which is just OK, and it had one of the slower times in our 0 to 60 mph acceleration test. This compact SUV has responsive handling and a firm yet absorbent ride. Most controls are easy to use, although the annoying split-use climate/audio touchscreen panel requires toggling back and forth between the systems. The front seats are comfortable, and the rear seat offers generous room. BSW and RCTW aren't available on the LX but are standard on higher trims.

$27,190-$44,090
BASE PRICE RANGE

77
ROAD TEST

↑
ADAS

!
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, Hybrid EX, LX, SX, SX Prestige, X-Line, X-Line Prestige, X-Pro, X-Pro Prestige

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (187 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **3,610**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **38.0**
Towing Capacity (lb.) **2,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	!
Engine, Major	↑	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	!	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	↑
Climate System	⇈	⇈	⇈
Suspension	!	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	!
In-Car Electronics	⇈	⇈	↑

Kia Sportage Hybrid/PHEV ✓

79
87
OVERALL SCORE

The Sportage plug-in hybrid takes the regular hybrid version a step further. It uses a 1.6-liter turbo engine, an electric drive, and a larger battery than the regular hybrid. It is EPA rated at 34 miles of electric propulsion before transitioning to regular hybrid operation, in which it gets 31 mpg overall in our tests. It is quite easy to remain in electric power during urban and suburban drives. For high power demands, the gas engine kicks in. It takes about two and a half hours to charge the battery on 240-volt, and can also be done on regular 120-volt overnight. Other aspects mirror the Sportage line with a firm, steady, and comfortable ride, responsive and secure handling, and a relatively quiet cabin. The rear seat is roomy, and the cargo area is generous for the class. Controls are mostly easy to use.

$28,590-$44,090
BASE PRICE RANGE

85-92
ROAD TEST

⇈
ADAS

!-↑
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: X-Line, X-Line Prestige

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 plugin hybrid (261 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **67**
Wheelbase (in.) **109**
Weight (lb.) **4,105**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **38.0**
Towing Capacity (lb.) **2,000**

FUEL
Electric or regular
CR Overall mpg **31-36**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			⇈
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			⇈
Electric Motor			⇈
EV Battery			⇈
EV Charging			⇈
Fuel System			⇈
Electrical			⇈
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			⇈
Power Equipment			⇈
In-Car Electronics			⇈

Kia Telluride ✓

84 OVERALL SCORE

The Telluride three-row midsized SUV is a formidable competitor in the midsized three-row SUV segment. It offers seating for up to eight people and is one of the best in the category. Like the Hyundai Palisade, with which it shares its platform and many components, it is powered by a slick 291-hp, 3.8-liter V6 and smooth-shifting eight-speed automatic. We measured fuel economy at 21 mpg overall, which is good but not class-leading. The Telluride rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with the single touch of a button. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds.

$36,190-$53,385
BASE PRICE RANGE

92 ROAD TEST	⇈ ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, LX, S, SX, SX-Prestige, X-Line, X-Pro

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.8-liter V6 (291 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **114**
Weight (lb.) **4,300**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,325**
Cargo Volume, cu.ft. **47.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	!	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	↑
Suspension	!	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	!	↑
Noises/Leaks	↑	⇊	!
Body Hardware	↑	!	↑
Power Equipment	↑	↑	!
In-Car Electronics	⇈	!	↑

Land Rover Defender

47 OVERALL SCORE

The latest version of Land Rover's classic, go-anywhere SUV is refined and quick. But frustrating controls and unimpressive fuel economy count against it. The Defender comes with a choice of a turbocharged four- or six-cylinder engine or a supercharged V8. Body styles include two- and four-door versions, as well as a long-wheelbase version. Five-, seven-, and eight-passenger seating configurations are available. The various off-road-ready features include selectable modes to help traverse a variety of terrains. We found acceleration plentiful with the 110 model powered by the turbo six-cylinder, but it managed just 18 mpg overall. The ride is steady but firm, and handling is a bit ponderous. The seats are very comfortable, but the infotainment system is slow and distracting to use.

$56,400-$118,600
BASE PRICE RANGE

57 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV; extended SUV

TRIM LINES: Outbound, S, SE, Standard, V8, X, X-Dynamic SE, XS

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (493 hp); 5.0-liter V8 supercharged (518 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **79**
Height (in.) **77**
Wheelbase (in.) **119**
Weight (lb.) **5,435**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,985**
Cargo Volume, cu.ft. **43.0**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ❘ ↑ ⇈
WORSE — BETTER | ✓ RECOMMENDED

Land Rover Discovery

49 OVERALL SCORE

The Discovery three-row SUV blends on-road refinement with off-road and towing prowess. Its optional six-cylinder turbo engine produces plenty of power, and the eight-speed automatic shifts smoothly. A 2.0-liter turbo four-cylinder is standard. Though the optional air suspension makes the ride steady, the Discovery lumbers in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The second row can fit three adults, but the low bottom cushion provides little leg support, and accessing the tight third-row seat is an awkward process. A recent mild freshening brought an updated infotainment system, more standard equipment, and an improved second-row seat. Maximum towing capacity is a stout 8,200 pounds.

$59,900-$79,300
BASE PRICE RANGE

65 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Metropolitan Edition, R-Dynamic S, S

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (355 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **82**
Height (in.) **74**
Wheelbase (in.) **115**
Weight (lb.) **5,405**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **8,200**

FUEL
Premium
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Discovery Sport

46 OVERALL SCORE

Land Rover's luxury compact SUV struggles against its peers and even mainstream small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. We found the Discovery Sport capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive to use and slow to respond. To the SUV's credit, it has a roomy rear seat.

$48,900-$53,100
BASE PRICE RANGE

57 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: R-Dynamic SE, SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (246 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **82**
Height (in.) **68**
Wheelbase (in.) **108**
Weight (lb.) **4,325**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **33.0**
Towing Capacity (lb.) **4,410**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover

NA
OVERALL SCORE

The top-shelf Range Rover, which was redesigned for the 2022 model year, continues its legacy of pushing boundaries, with new tech and an elegant design. The standard engine is a mild-hybrid turbo inline-six that is smooth and powerful. The ride is steady and controlled, thanks in part to the air suspension, which also lowers the vehicle automatically for easy entry and exit. Handling is responsive but not agile. Four-wheel steering helps in parking maneuvers. Controls are too complicated and distracting. The Range Rover is offered in four-, five-, and seven-seat configurations in the long-wheelbase version. A twin-turbo V8 and a plug-in hybrid with a 51-mile electric-only range are also available. An EV will debut later this year.

$107,400-$234,000
BASE PRICE RANGE

NA
ROAD TEST

▲▲
ADAS

▼
RELIABILITY

▲
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Autobiography, First Edition, SE, SV

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter 6 turbo (395 hp); 3.0-liter 6 plugin hybrid (542 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (606 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **81**
Height (in.) **74**
Wheelbase (in.) **118**
Weight (lb.) **5,630**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,200**

FUEL
Premium
EPA combined **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover Evoque

46
OVERALL SCORE

The Evoque is more about style than function, and ends up being frustrating on several levels. For example, the turbo four-cylinder has a pronounced initial delay when accelerating from a rolling stop, with power then coming on abruptly. This makes it tricky to pull out into traffic from a stop. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered by thick roof pillars and chopped side windows. The dual-screen infotainment system is convoluted and slow to respond to commands. The front seats are comfortable and supportive, but tall passengers will find the rear seat snug. On the plus side, handling is nimble, the front seats are comfortable, and fit and finish is impressive.

$49,900-$54,900
BASE PRICE RANGE

56
ROAD TEST

▲▲
ADAS

▼
RELIABILITY

▼
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: R-Dynamic SE, S, SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (246 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **79**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **4,235**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **25.0**
Towing Capacity (lb.) **3,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover Sport

61 OVERALL SCORE

Unlike the previous generation, which tried too hard to be sporty, the latest Range Rover Sport narrows the gap with the full blown Range Rover in terms of luxury and refinement. It is quick with its standard turbo and supercharged six-cylinder engine, and the power delivery is buttery-smooth. Handling is capable, and the ride is comfortable and composed, thanks to the standard air suspension, even with the optional 22-inch tires. The cabin is impressively quiet, and the seats are very comfortable. Interior ambience is swanky, but the controls are not intuitive. Additional powertrains include a plug-in hybrid with a claimed 48-mile electric-only range, and a twin-turbo V8. All use a smooth-shifting eight-speed automatic. An EV version joins the lineup for 2024.

$83,600-$180,300
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Autobiography, SE, SE Dynamic, SV

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo (355 hp); 3.0-liter 6 turbo (395 hp); 3.0-liter 6 plugin hybrid (543 hp); 4.4-liter V8 turbo (626 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **81**
Height (in.) **72**
Wheelbase (in.) **118**
Weight (lb.) **5,430**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **38.0**
Towing Capacity (lb.) **7,715**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover Velar

53 OVERALL SCORE

The Velar shares its fundamentals with the Jaguar F-Pace, with a greater emphasis on sportiness than off-road prowess. With the recent freshening, two powertrains are available: a 3.0-liter turbocharged mild-hybrid six-cylinder and a 2.0-liter turbocharged four-cylinder. Even the four-cylinder delivers plenty of oomph. Handling is taut and agile, but the ride is too firm. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, with two touchscreens. But the bottom one, which houses the climate controls, is mounted too low to easily use while driving. Plus, the system requires too many extra steps to accomplish even simple tasks.

$61,500-$78,400
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Dynamic HSE, Dynamic SE, S

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (247 hp); 3.0-liter 6 turbo (395 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **80**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,350**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **29.0**
Towing Capacity (lb.) **5,500**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus ES ✓

82-88
OVERALL SCORE

The ES is a comfortable and refined sedan that is a rewarding choice for a road trip thanks to its absorbent ride and quiet, plush, and well-made interior. But fussy controls keep this luxury sedan just short of ideal. The optional V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall in our test, while the ES hybrid's powertrain returned 42 mpg when we evaluated it. The base four-cylinder ES 250 comes standard with AWD. The ES absorbs bumps very well, and the body stays composed. Handling is sound and secure but it isn't in the same league as a true sports sedan. Our testers found the front seats to be very comfortable, but taller drivers noted the lack of front headroom made them feel enclosed. The infotainment system is easy to use.

$42,040-$52,330
BASE PRICE RANGE

83-91 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 250, 250 F Sport, 250 Luxury, 250 Ultra Luxury, 300h, 300h F Sport, 300h Luxury, 300h Ultra Luxury, 350, 350 F Sport, 350 Luxury, 350 Ultra Luxury

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5L 4 (203 hp); 2.5L 4 hybrid (215 hp); 3.5L V6 (302 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,770**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **17.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **25-42**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	⇈	⇈
Engine, Major	●	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	⇈
Noises/Leaks	⇊	↑	⇈
Body Hardware	⇊	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	↑	●

Lexus GX

NA
OVERALL SCORE

The redesigned GX brings more luxury and power than the long-running model it replaces. The three-row GX shares the GA-F platform with the Lexus LX, meaning it's a body-on-frame design with a live rear axle. It uses a stout 349-hp, 3.4-liter turbocharged V6 engine with a 10-speed automatic transmission and full-time four-wheel drive. While handling has been improved, and the GX is more responsive now, the SUV's focus is still on towing and off-road capability. A new Overtrail trim level gives the GX heightened off-road abilities, with large 33-inch tires and a rear locking differential. The third row seat is tiny. As a family hauler, the TX is the more appropriate choice.

$62,900-$79,900
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Luxury+, Overtrail, Overtrail+, Premium, Premium+

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.4-liter V6 turbo (349 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **76**
Wheelbase (in.) **112**
Weight (lb.) **5,610**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,000**

FUEL
Premium
EPA combined **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	●	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	●	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	●	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	⇈

⇊ ⌄ ! ⌃ ⇈
WORSE ⊢—⊣ BETTER

✓
RECOMMENDED

Lexus IS ✓

72 OVERALL SCORE

While updates over the past few years have brought some modest improvements, the IS sports sedan still trails the competition in terms of the driving experience, interior room, and fuel economy. Rear-wheel-drive versions come with a 241-hp turbo four-cylinder, while all-wheel-drive models have a polished but thirsty 260-hp V6. That engine lets it dash from 0 to 60 mph in just over 6 seconds, a quick time for the class. Handling is fairly nimble but not all that sporty, with steering that lacks feedback. In addition, the ride is jittery on all but the smoothest roads. The well-finished cabin is very snug front and rear, and AWD versions still have a center tunnel protrusion that cuts into the driver's legroom. The infotainment system relies on a distracting touchpad but is slightly improved, thanks to a touch-enabled screen. The IS 500 F Sport comes with a 472-hp, 5.0-liter V8.

$40,085-$63,370
BASE PRICE RANGE

67 ROAD TEST	⇈ ADAS
⌃ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 300, 300 F Sport, 350 F Sport, 500 F Sport, 500 F Sport Premium

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp); 5.0-liter V8 (472 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **110**
Weight (lb.) **3,900**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus LS

66 OVERALL SCORE

The current LS has strayed far from the epitome of whisper-quiet, stress-free motoring that this ultraluxury sedan used to be known for, thanks to its complicated controls, stiff ride, and compromised seating. Available with rear- or all-wheel drive, the standard 416-hp, 3.4-liter V6 turbo engine is coupled to a 10-speed automatic. But hesitation at low speeds keeps the car from feeling powerful, despite its 6-second 0-to-60-mph acceleration. It's too bulky to feel nimble through corners, and bumps punch through more often than they should, even with the optional air suspension. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating, and it can take several steps to perform simple tasks. Headroom is surprisingly tight in both front and rear for such a large sedan.

$79,335-$114,210
BASE PRICE RANGE

68 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 500, 500h, F Sport

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.4-liter V6 turbo (416 hp); 3.5-liter V6 hybrid (354 hp)

TRANSMISSIONS: 10-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **206**
Width (in.) **75**
Height (in.) **58**
Wheelbase (in.) **123**
Weight (lb.) **5,170**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **870**
Cargo Volume, cu.ft. **17.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus LX

NA
OVERALL SCORE

The LX 600 takes the next-generation, full-sized Toyota Land Cruiser (which is not sold in the U.S.) and wraps it in luxury, with a smooth, powerful turbocharged V6 engine, super-quiet and lavishly furnished cabin, soft-closing doors, and off-road capability. It's powered by a 409-hp, turbocharged 3.4-liter turbo V6 engine and a slick 10-speed transmission. It remains a traditional body-on-frame design with a solid rear axle, to the detriment of ride, handling, and third-row space. The height-adjustable suspension can lower the big SUV for easier access or raise it for off-road obstacles.

$92,565-$133,140
BASE PRICE RANGE

NA ROAD TEST	▲▲ ADAS
! RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: F Sport, Luxury, Premium, Standard, Ultra Luxury

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.4-liter V6 turbo (409 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **74**
Wheelbase (in.) **112**
Weight (lb.) **5,925**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,000**

FUEL
Premium
EPA combined **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus NX ✓

72
83
OVERALL SCORE

Lexus made the NX quicker, more fuel-efficient, and swankier, although it isn't particularly engaging to drive. We think the best version is the hybrid. It gets 38 mpg overall, and the powertrain feels more refined during regular driving than the NX 350's 275-hp turbocharged four-cylinder. That engine returned 25 mpg overall in our tests. A plug-in hybrid, the 450h+, with an EPA estimated 37-mile electric range is also available. Handling is responsive though short of sporty, and the ride is firm but comfortable. The cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. A new touchscreen infotainment system replaces the previous NX's fussy touchpad setup. The electronic interior door releases, unintuitive gear selector, and low center dash vents are small faults.

$39,455-$60,005
BASE PRICE RANGE

78-84 ROAD TEST	▲▲ ADAS
!-▲ RELIABILITY	!-▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250, 350, 350h, 450h+, F Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (275 hp); 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (240 hp); 2.5-liter 4 plugin hybrid (304 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,905**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric or premium
CR Overall mpg **25-38**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	▲▲	!	▼
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▼▼
Drive System	▲▲	▼	▲▲
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲
Suspension	▲▲	▲	▲▲
Brakes	▲▲	▲▲	▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲▲	▲▲
Noises/Leaks	▲▲	▼	▲▲
Body Hardware	▲▲	▲▲	▲▲
Power Equipment	▲▲	▲	▼▼
In-Car Electronics	▲▲	▼▼	!

Lexus RX ✓

78 / 83 OVERALL SCORE

The RX is powered by a 2.4-liter turbo four-cylinder mated to an eight-speed automatic. The new engine is powerful and gets good fuel economy at 24 mpg overall, but it isn't particularly refined. The 350h hybrid is much more sparing with fuel, at 34 mpg overall. For 2024, a plug-in hybrid, the 450h+, with an EPA estimated 37-mile electric range is added. The RX's ride is comfortable, especially when fitted with the standard 19-inch wheels and tires vs. the optional 21s. Handling is sound and secure but not sporty. The well-finished cabin has lots of padded surfaces and exposed stitching. The front seats are comfortable, and the rear seat is generously sized. The infotainment touchscreen isn't the most intuitive, and the electronic door latches and the gear-selector lever take familiarity to use. A head-up display is optional, but it brings annoying, unlabeled steering-wheel buttons.

$48,600-$69,230
BASE PRICE RANGE

79-86 ROAD TEST	▲▲ ADAS
▲ RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 350, 350h, 350h Luxury, 350h Premium, 350 Luxury, 350 Premium, 350 Premium+, 450+, 500h, F Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4L 4 turbo (275 hp); 2.4L 4 hybrid (366 hp); 2.5L 4 hybrid (246 hp); 2.5L 4 plug-in hybrid (304 hp)

TRANSMISSIONS: 6-spd auto; 8-spd auto; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **76**
Height (in.) **67**
Wheelbase (in.) **112**
Weight (lb.) **4,280**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,110**
Cargo Volume, cu.ft. **31.0**
Towing Capacity (lb.) **3,500**

FUEL
Electric or premium
CR Overall mpg **24-34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	▲▲	▲▲	▲
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▲▲	▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▲▲	▲	▲▲
Suspension	▲▲	▲▲	▲▲
Brakes	!	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲▲	!
Noises/Leaks	▲	▲▲	▲
Body Hardware	▲▲	▲▲	▲
Power Equipment	▲▲	▲	▲▲
In-Car Electronics	▲▲	▲▲	▲

Lexus RZ ✓

74 OVERALL SCORE

Lexus' first fully electric vehicle shares its platform and many components with the Toyota bZ4X, but it has more power and a nicer interior, and comes standard with all-wheel drive. It's a fine-driving SUV, with vigorous acceleration, a comfortable ride, and a quiet cabin. But the RZ falters when it comes to driving range, charging speed, and the amount of EV-specific information given to the driver. With its 71.4-kilowatt-hour battery and 18-inch wheels and tires, the RZ 450e managed a mere 202 miles in our highway range test; the optional 20-inch tires will reduce driving range even further. Either way, that's notably shorter than any direct rival's range, let alone those of some less expensive EVs. Plus, its 6.6-kilowatt onboard charger is skimpy and results in home charging that's on the slower side.

$54,000-$64,430
BASE PRICE RANGE

70 ROAD TEST	▲▲ ADAS
▲ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp); Electric (308 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **74**
Height (in.) **64**
Wheelbase (in.) **112**
Weight (lb.) **4,515**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpg **202**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Lexus TX

NA OVERALL SCORE

Lexus is filling a big hole in its SUV line with the all-new TX, a three-row model that shares its dimensions and many mechanical bits with the new Toyota Grand Highlander. Sized a notch up from the RX, the boxy TX comes with two main powertrains: a 275-hp turbo four-cylinder in the TX350, and a smooth and powerful 366-hp turbo four-cylinder hybrid in the 500h F-Sport. We found that the F-Sport also possesses some handling agility along with a comfortable ride. A 404-hp V6 plug-in hybrid with 33 miles of electric-only range is also available. The TX has spacious accommodations for all three rows and tremendous cargo-toting abilities when the third row is folded. The center row can be configured as a bench seat or captain's chairs.

$53,700-$76,700
BASE PRICE RANGE

NA ROAD TEST	▲▲ ADAS
▲ RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 350, 350 Luxury, 350 Premium, 500h, 500h+, F Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.4-liter 4 turbo (275 hp); 2.4-liter 4 hybrid (366 hp); 3.5-liter V6 plugin hybrid (404 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **116**
Weight (lb.) **4,965**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Electric or premium
EPA combined **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Lexus UX ✓

78 OVERALL SCORE

The UX entry-level luxury SUV is Lexus' smallest model. It now comes exclusively as a hybrid, with front- and all-wheel-drive versions. We got an excellent 37 mpg overall in our tests, but the engine sounds very boisterous when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited in all directions, and the interior is tight, particularly the rear seat. The cabin isn't as fancy as it is in other Lexus models. Updates also include a new touchscreen infotainment system. For the 2025 model year the UX will move to a more powerful hybrid powertrain.

$35,540-$44,370
BASE PRICE RANGE

75 ROAD TEST	▲▲ ADAS
▲▲ RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250h, 250h F Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 hybrid (181 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **72**
Height (in.) **60**
Wheelbase (in.) **104**
Weight (lb.) **3,570**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **18.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	▲	*	*
Engine, Major	▲▲	*	*
Engine, Minor	▲▲	*	*
Engine, Cooling	▲▲	*	*
Transmission, Major	▲▲	*	*
Transmission, Minor	▲▲	*	*
Drive System	▲▲	*	*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System	▲▲	*	*
Electrical	▲▲	*	*
Climate System	▲▲	*	*
Suspension	▲▲	*	*
Brakes	▲▲	*	*
Exhaust	▲▲	*	*
Paint/Trim	▲▲	*	*
Noises/Leaks	▲▲	*	*
Body Hardware	▲▲	*	*
Power Equipment	▲▲	*	*
In-Car Electronics	▲▲	*	*

⏬ 🔽 🟡 🔼 ⏫
WORSE ——— BETTER

✓ RECOMMENDED

Lincoln Aviator

62 OVERALL SCORE

The Aviator is a three-row luxury SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. The plug-in hybrid has been dropped for 2024. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. For 2025 Lincoln's active driving assistance system, BlueCruise, is standard and includes four years of connected use. The SUV also gets a new infotainment system and updated styling.

$58,495-$86,995
BASE PRICE RANGE

78 ROAD TEST	⏫ ADAS
🔽 RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Black Label, Premiere, Reserve

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter V6 turbo (400 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **80**
Height (in.) **70**
Wheelbase (in.) **119**
Weight (lb.) **5,065**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,415**
Cargo Volume, cu.ft. **49.0**
Towing Capacity (lb.) **6,700**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lincoln Corsair ✓

72 OVERALL SCORE

This upscale version of the Ford Escape comes standard with a 2.0-liter turbo that provides plenty of motivation. A plug-in hybrid with about 28 miles of electric range is also available. The Corsair has responsive handling, rides very comfortably, and is quiet inside. The front seats aren't ideal because the bottom cushion loses support on longer drives. The rear seat is adjustable fore and aft, and the seatback reclines. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. Lincoln's active driving assistance system, BlueCruise, is available.

$38,830-$53,925
BASE PRICE RANGE

80 ROAD TEST	⏫ ADAS
🟡 RELIABILITY	🟡 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Grand Touring, Reserve, Standard

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 plugin hybrid (266 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **107**
Weight (lb.) **3,910**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **3,000**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	🔼	🔽	*
Engine, Major	⏫	🔼	*
Engine, Minor	⏫	⏫	*
Engine, Cooling	⏫	⏫	*
Transmission, Major	⏫	⏫	*
Transmission, Minor	⏫	⏫	*
Drive System	⏫	⏫	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	🔽	⏫	*
Electrical	⏫	⏫	*
Climate System	⏫	⏫	*
Suspension	🔼	⏫	*
Brakes	⏫	⏫	*
Exhaust	⏫	⏫	*
Paint/Trim	⏫	🟡	*
Noises/Leaks	⏬	🔽	*
Body Hardware	⏫	⏬	*
Power Equipment	⏫	🔼	*
In-Car Electronics	🔽	⏫	*

Lincoln Nautilus

NA
OVERALL SCORE

The Nautilus is redesigned for 2024. In addition to styling updates, the two-row midsized luxury SUV boasts an optional hybrid drivetrain and a wide display screen that wraps around the front of the cabin. The base engine is a 250-hp, 2.0-liter turbocharged four-cylinder paired with an eight-speed automatic, while the optional 310-hp hybrid powertrain can be ordered on all trim levels and is mated to a continuously variable transmission. All-wheel drive is standard. Ford's excellent BlueCruise active driving assistance system is available as a subscription.

$50,415-$75,965
BASE PRICE RANGE

NA ROAD TEST

▲▲ ADAS

● RELIABILITY

▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Black Label, Premiere, Reserve, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 hybrid (310 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **80**
Height (in.) **68**
Wheelbase (in.) **114**
Weight (lb.) **4,350**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **1,750**

FUEL
Premium
EPA Combined mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	▲▲	▼	*
Engine, Major	▲▲	▲▲	*
Engine, Minor	▲▲	▲▲	*
Engine, Cooling	▲▲	▼	*
Transmission, Major	▲▲	▲▲	*
Transmission, Minor	▲▲	▲▲	*
Drive System	▲▲	▲▲	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▲▲	▲▲	*
Electrical	▲▲	▼	*
Climate System	▲▲	▼▼	*
Suspension	▲▲	▲▲	*
Brakes	▼	▲▲	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▲▲	▼	*
Noises/Leaks	▲▲	▲	*
Body Hardware	▲▲	▲▲	*
Power Equipment	▲▲	▲▲	*
In-Car Electronics	▲	▲	*

Lincoln Navigator

54
OVERALL SCORE

This luxurious version of the Ford Expedition is quiet and full of high-tech features, including the latest Sync 4 infotainment system. At low speeds the SUV feels like it rocks back and forth, but the ride improves and is more comfortable on the highway. Handling is cumbersome, even for a large SUV. The twin-turbo V6 and 10-speed automatic deliver quick and effortless acceleration, and towing capacity is a stout 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available, and the third row is hospitable. Lincoln's active driving assistance system, BlueCruise, is standard but requires a paid digital subscription after a 90-day trial.

$82,765-$113,795
BASE PRICE RANGE

58 ROAD TEST

▲▲ ADAS

▼ RELIABILITY

● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Black Label, L, Premiere, Reserve

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 turbo (440 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **123**
Weight (lb.) **6,100**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,565**
Cargo Volume, cu.ft. **56.0**
Towing Capacity (lb.) **8,300**

FUEL
Premium
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lucid Air

69 OVERALL SCORE

This luxurious and exclusive EV sedan is quite advanced in terms of range and charging speed. Our tested AWD Touring model, with a prodigious 620 hp, is super-quick, with a seemingly never-ending flow of power that's delivered in a smooth and measured way. The Lucid's 92-kilowatt-hour battery gave it an impressive 344 miles in our 70 mph highway driving range test. Its maximum acceptance rate at a public DC fast charger is 250 kilowatts. Handling is nimble, and the ride is luxuriously composed except for some low-speed stiffness. The Lucid's interior is noisier than it should be for such an expensive vehicle, with too much electric motor whine and wind noise on the highway. Many controls are buried in a low touchscreen, which can cause driver distraction. Rear-seat room is generous, and the cabin is decked in leather, suede, and wool.

$77,400-$249,000
BASE PRICE RANGE

94 ROAD TEST	⏫ ADAS
⌄ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Grand Touring, Pure, Sapphire, Touring
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (430 hp); Electric (620 hp); Electric (819 hp); Electric (1234 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **76**
Height (in.) **56**
Wheelbase (in.) **117**
Weight (lb.) **5,015**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **16.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **344**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Maserati Grecale

62 OVERALL SCORE

The Grecale SUV is positioned between the Levante and its Stellantis cousin, the Alfa Romeo Stelvio. Based on the Stelvio, the Grecale combines elegance, athleticism, and performance. Even with the base 296-hp, 2.0-liter turbocharged four-cylinder engine, the Grecale feels quick and the sonorous exhaust sound adds to its character. The taut suspension makes this SUV agile and stable in corners. The ride has an underlying firmness, but it's steady and composed. The cabin is luxurious, with suede, matte wood, and chrome touches, and the trademark clock is prominent. But many of the controls are distracting to use, in particular the unintuitive push-button gear selector and the ridiculously large column-mounted paddle shifters, which get in the way of the turn-signal stalk. BSW and RCTW are optional.

$68,500-$108,000
BASE PRICE RANGE

83 ROAD TEST	⌃ ADAS
⌄ RELIABILITY	⌃ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GT, Modena, Trofeo
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (296 hp); 2.0-liter 4 turbo (325 hp); 3.0-liter V6 turbo (523 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **191**
Width (in.) **77**
Height (in.) **66**
Wheelbase (in.) **114**
Weight (lb.) **4,415**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **29.0**
Towing Capacity (lb.) **5,070**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Electric Motor			
EV Battery			
EV Charging			
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Mazda CX-30 ✔

67 OVERALL SCORE

The Mazda3-based CX-30 comes with a 2.5-liter four-cylinder matched to a six-speed automatic and all-wheel drive. In everyday driving, acceleration feels tepid because wringing out more power requires a heavy foot on the accelerator pedal. Fuel economy of 27 mpg overall is respectable. An optional 2.5-liter turbo engine transforms the driving experience with much-needed additional oomph. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility.

$24,995-$36,800
BASE PRICE RANGE

65 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Carbon Edition, Preferred, Premium, Premium Plus, Select

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **71**
Height (in.) **62**
Wheelbase (in.) **105**
Weight (lb.) **3,280**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **21.5**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	⇈	⇈
Engine, Major	↓	⇈	⇈
Engine, Minor	!	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	!	↑	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	!	!	!

Mazda CX-5 ✔

75 OVERALL SCORE

The CX-5 remains one of the best small SUVs. A recent freshening brought transmission, suspension, and seat updates. The 2.5-liter four-cylinder engine and six-speed automatic make for a responsive and unobtrusive powertrain. Its 24 mpg overall is good for an all-wheel-drive SUV, but it trails class leaders. High-end versions have a more powerful turbo engine. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in the class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces and chrome trim add to the interior ambience. But there is a learning curve to mastering the infotainment system. The thick rear-roof pillar compromises rear and side visibility.

$29,300-$40,600
BASE PRICE RANGE

77 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Carbon Edition, Preferred, Premium, Premium Plus, Select, Turbo Carbon, Turbo Premium, Turbo Signature

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (256 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **180**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,590**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	↑
Engine, Major	!	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	↑	!	↑

Mazda CX-50 ✓

77
OVERALL SCORE

The CX-50 feels underpowered with the base 187-hp four-cylinder engine, and the six-speed automatic delivers some bumpy shifts. The uplevel turbo engine is more enjoyable, thanks to its extra oomph. Forget the off-road marketing hype, the CX-50's agile on-road handling gives it a sporty feel through corners. The ride is well controlled but too stiff on the 20-inch wheels of our tested Premium Plus trim. The front seats are comfortable, and the rear is roomy, with easy access because of its wide-opening doors. The infotainment system's center-console controller knob takes some getting used to. Changes for 2024 include updates to the suspension and a recalibrated steering effort.

$30,300-$43,300
BASE PRICE RANGE

78 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Meridian Edition, Preferred, Preferred Plus, Premium, Premium Plus, Select, Turbo

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (256 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **73**
Height (in.) **64**
Wheelbase (in.) **111**
Weight (lb.) **3,755**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **34.0**
Towing Capacity (lb.) **2,000**

FUEL
Regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			↑
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System			⇈
Electrical			⇈
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			↑
Power Equipment			⇈
In-Car Electronics			↓

Mazda CX-90 ✓

80 82
OVERALL SCORE

The three-row CX-90 is an attempt to move the brand upmarket. It uses a new platform with standard all-wheel drive. Lower trims get a potent and sweet-sounding 280-hp, 3.3-liter turbo inline-six, with upper trims using a 340-hp version of the same engine both paired with a smooth-shifting eight-speed automatic. We got 24 mpg overall with the 280-hp version. A plug-in hybrid electric vehicle (PHEV) is also available, with a 25-mile EV range. It got 23 mpg in our testing when operating as a hybrid, so you'll only benefit from the PHEV's efficiency if you plan to plug in often. The CX-90's handling is taut and agile, and the ride is firm and composed, but the 21-inch tires on higher trims make the ride too stiff. The front seats are supportive, and the second row is roomy and comfortable, but the third row is best-suited to kids. Some controls, such as the gear selector, are quirky.

$39,595-$59,950
BASE PRICE RANGE

81-85 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↓-! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Preferred, Preferred Plus, Premium, Premium Plus, S, Select

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.5-liter 4 plug-in hybrid (323 hp); 3.3-liter 6 turbo (280 hp); 3.3-liter 6 turbo (340 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **123**
Weight (lb.) **4,760**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,360**
Cargo Volume, cu.ft. **41.5**
Towing Capacity (lb.) **5,000**

FUEL
Electric, regular or premium
CR Overall mpg **23-24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Mazda MX-5 Miata ✓

80 OVERALL SCORE

Mazda's lightweight, rear-wheel-drive, two-seat roadster can accelerate quickly when the engine is revved high, yet it manages 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy. Even though the optional six-speed automatic works well, it dilutes the driving experience compared with the manual. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. The RF version comes with a retractable hardtop. Highway-speed AEB is not offered.

$28,985-$40,210
BASE PRICE RANGE

80 ROAD TEST	↑ ADAS
↑ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: convertible

TRIM LINES: Club, Grand Touring, RF, Sport

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 (181 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **154**
Width (in.) **68**
Height (in.) **49**
Wheelbase (in.) **91**
Weight (lb.) **2,335**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **340**
Cargo Volume, cu.ft. **5.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	!	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	!	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇊	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇊	⇊	*

Mazda3 ✓

78 OVERALL SCORE

The Mazda3 is offered in sedan and hatchback forms and come well equipped. In our tests the standard 2.5-liter four-cylinder and six-speed automatic delivered responsive and predictable acceleration. The uplevel engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and is standard on the turbo. Handling is nimble, but the 3 is less sporty than in past generations. The ride is firm but steady, and the suspension absorbs impacts well, though the turbo version is stiffer. The cabin is relatively quiet and nicely finished, but the rear seat is snug. The driver interacts with the infotainment system exclusively through a rotary knob, rather than a touchscreen; we found this setup to be fussy and distracting to use. The hatchback adds versatility but a chunky rear roof pillar compromises visibility.

$24,170-$36,650
BASE PRICE RANGE

77 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: Carbon Edition, Preferred, Premium, S, Select, Turbo, Turbo Premium Plus

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **71**
Height (in.) **57**
Wheelbase (in.) **107**
Weight (lb.) **3,025**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **13.0**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **30**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	!
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	!	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇊	⇈
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	!	⇈	⇈
In-Car Electronics	⇈	!	⇈

Mercedes-Benz C-Class

49 OVERALL SCORE

The C-Class features a polished powertrain and sharp handling. But the controls and a spongy brake pedal mar the experience. The C300's punchy, 2.0-liter turbo four-cylinder and smooth-shifting nine-speed automatic deliver plenty of invigorating power. The 48-volt mild-hybrid system contributes to the commendable 29 mpg overall. Handling is sporty, thanks to a tightly controlled chassis and sharp steering. The ride is steady and composed but is too stiff with the optional AMG sport suspension. The front seats are supportive, and cabin fit and finish is impressive. Capacitive-touch controls add further frustrations to the infotainment system. The more powerful AMG C43 version has a 402-hp, turbocharged four-cylinder.

$46,950-$48,950
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
⇊ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: C43, Exclusive, Pinnacle, Premium

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 turbo (402 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **4,030**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **985**
Cargo Volume, cu.ft. **13.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	*	*
Engine, Major	⇈	*	*
Engine, Minor	⇈	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	⇈	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	*
Electrical	⇈	*	*
Climate System	!	*	*
Suspension	⇈	*	*
Brakes	⇈	*	*
Exhaust	⇈	*	*
Paint/Trim	!	*	*
Noises/Leaks	⇈	*	*
Body Hardware	!	*	*
Power Equipment	⇊	*	*
In-Car Electronics	↓	*	*

Mercedes-Benz CLA

47 OVERALL SCORE

The Mercedes-Benz CLA fits below the C-Class in Mercedes' sedan lineup. It's essentially a more stylish version of the discontinued A-Class. The 221-hp, 2.0-liter four-cylinder turbocharged engine is coupled to a dual-clutch seven-speed automatic. Acceleration feels hesitant in around-town driving, but the engine's decent power is delivered more urgently at higher revs. Although handling is nimble, the ride is too stiff. The interior is nicely finished, and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found the MBUX infotainment system to be quite tricky to use.

$43,200-$65,400
BASE PRICE RANGE

66 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 250, AMG 35, AMG 45

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (416 hp)

TRANSMISSIONS: 7-speed sequential; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **107**
Weight (lb.) **3,485**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **16.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz E-Class

NA OVERALL SCORE

Mercedes-Benz moves the high-tech and advanced driver assistance features of its 2024 redesigned E-Class mid-sized sedan to the next level. The new E-Class is available with infotainment screens that span almost the entire length of the dashboard, allowing owners to download and use apps including games, and the optional video camera allows Webex and Zoom videoconferencing. Mercedes says the driver is blocked from viewing the video screens when the car is in motion. Powertrains include turbocharged four- and six-cylinder engines that feature a mild-hybrid setup and use a nine-speed automatic transmission. All-wheel drive is standard.

$62,300-$68,100
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: E350, E450

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (375 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **75**
Height (in.) **58**
Wheelbase (in.) **117**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **19.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	🔼	*
Engine, Major	⏫	⏫	*
Engine, Minor	🔽	⏫	*
Engine, Cooling	⏫	⏫	*
Transmission, Major	⏫	⏫	*
Transmission, Minor	⏫	⏫	*
Drive System	⏫	⏫	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	*
Electrical	⏫	⏫	*
Climate System	🔽	!	*
Suspension	⏫	⏬	*
Brakes	🔽	⏫	*
Exhaust	⏫	⏫	*
Paint/Trim	⏫	⏫	*
Noises/Leaks	⏫	⏬	*
Body Hardware	🔽	⏫	*
Power Equipment	🔽	⏫	*
In-Car Electronics	⏬	⏫	*

Mercedes-Benz EQE

59 OVERALL SCORE

Consider the EQE the EV equivalent of the E-Class. The all-wheel-drive EQE 350 4Matic we tested has a 90-kilowatt-hour battery and an EPA-estimated driving range of 260 miles, although it managed an impressive 332 miles in our 70-mph highway testing. The base rear-drive EQE 350+ is rated at 305 miles by the EPA. The EQE's 288 hp might not seem impressive, but with 564 lb.-ft. of instant torque, acceleration is decisively quick. The ride is comfortable, and handling is surprisingly agile. The brake pedal has a mushy feel even though stopping distances are short. The swanky interior is attractive, but the controls are too distracting, and it's annoying that the steering wheel rim blocks the upper portion of the instrument panel.

$74,900-$109,300
BASE PRICE RANGE

84 ROAD TEST	⏫ ADAS
🔽 RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 350, 350+, 500, AMG

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (288 hp); Electric (402 hp); Electric (617 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **77**
Height (in.) **60**
Wheelbase (in.) **123**
Weight (lb.) **5,410**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **15.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **332**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Mercedes-Benz EQE SUV

54 OVERALL SCORE

The five-seat all-electric EQE SUV's standard 288-hp powertrain provides rapid and effortless acceleration. All versions use a 90.6-kilowatt-hour battery. Our 350 4Matic has a CR-tested 70-mph highway range of 284 miles. A 9.6-kW onboard charger means home charging is slower than it is for other EVs. A max acceptance rate of 170 kW at public DC fast chargers is decent; we gained 170 miles of range during a 30-minute stop. The ride is comfortable, and handling is responsive and secure, but the brake pedal feels mushy. The cabin is exceptionally quiet and impeccably finished. The seats are comfortable, but the controls are overly distracting. The Exclusive trim features an advanced adaptive cruise control system with automatic lane change ability.

$77,900-$112,600
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 350, 350+, 350 Exclusive, 500, AMG

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (288 hp); Electric (536 hp); Electric (617 hp); Electric (677 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **76**
Height (in.) **66**
Wheelbase (in.) **119**
Weight (lb.) **5,735**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **870**
Cargo Volume, cu.ft. **28.0**
Towing Capacity (lb.) **3,500**

FUEL
Electric
Range, miles **284**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Mercedes-Benz EQS

59 OVERALL SCORE

The EQS is an all-electric ultraluxury sedan. The EQS580 sedan we tested is super-quick and very quiet, rides comfortably, and handles with agility, thanks to the standard four-wheel-steering system. The brakes feel disconcertingly spongy, and the pedal eerily moves on its own during aggressive regenerative braking. The rear-drive 450+ models have a single electric motor while the 580 4Matic employs a motor on each axle, giving it all-wheel drive. EPA-estimated ranges are 350 and 340 miles, respectively. We got 380 miles in our highway range test. The driving position is compromised due to the high-mounted instrument panel and the rear seat isn't as spacious as the car's size would indicate. The controls look impressive but are distracting to use.

$104,400-$179,900
BASE PRICE RANGE

90 ROAD TEST	⇈ ADAS
⇊ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: AMG, Exclusive, Pinnacle, Premium

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (329 hp); Electric (355 hp); Electric (516 hp); Electric (649 hp); Electric (751 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **207**
Width (in.) **76**
Height (in.) **60**
Wheelbase (in.) **126**
Weight (lb.) **5,810**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **22.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **380**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Mercedes-Benz EQS SUV

58 OVERALL SCORE

The fully electric EQS SUV is luxurious, quick, and silent. It comes standard in a rear-drive, one-motor configuration with an EPA-estimated driving range of 305 miles. The two-motor all-wheel-drive version went 314 miles in our highway range test. Home charging is on the slower side because of its 9.6-kilowatt onboard charger and large 108.4-kilowatt-hour battery. With a maximum acceptance rate of 200 kilowatts at DC fast-charging locations, Mercedes says it can add 190 miles of range in about 30 minutes. Acceleration is tantalizingly quick, yet it feels effortless. The ride is comfortable, the cabin is serenely quiet, and handling is surprisingly agile, partly because of the four-wheel steering. The brake pedal feels unnervingly spongy, however. Many of the controls are distracting to use while driving. A small third-row seat is available.

$104,400-$179,900
BASE PRICE RANGE

83 ROAD TEST	⏫ ADAS
🔽 RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 450, 450+, 450 Premium, 580, 680

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: Electric (355 hp); Electric (536 hp); Electric (649 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **202**
Width (in.) **77**
Height (in.) **68**
Wheelbase (in.) **126**
Weight (lb.) **6,315**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,190**
Cargo Volume, cu.ft. **35.5**
Towing Capacity (lb.) **3,500**

FUEL
Electric
Range, miles **314**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Mercedes-Benz GLA

52 OVERALL SCORE

The GLA is powered by the same 221-hp, turbocharged four-cylinder engine as its GLB sibling, mated to a dual-clutch eight-speed automatic. For 2024, it gained a 13-hp boost from its mild hybrid engine. It's a pretty quick car despite some initial hesitation starting up from rolling stops. Front-wheel drive is standard; all-wheel drive, optional. Fuel economy is commendable, at 27 mpg overall. The roofline is sleeker than the more upright GLB's, and visibility to the rear and sides suffers as a result. The GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive, and as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system to be too distracting to use while driving.

$41,850-$56,450
BASE PRICE RANGE

75 ROAD TEST	⏫ ADAS
🔽 RELIABILITY	⏬ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250, AMG 35, AMG 45

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (382 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **107**
Weight (lb.) **3,630**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **915**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz GLB

55 OVERALL SCORE

The GLB compact SUV's square, upright stance aids in outward visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder engine and eight-speed dual-clutch automatic make for a responsive powertrain, and returned a respectable 26 mpg overall in our tests. A fully electric version, named the EQB, is also available. The GLB feels light on its feet and nimble in corners. The ride is firm but steady and controlled. The cabin is well finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive.

$44,650-$59,050
BASE PRICE RANGE

81 ROAD TEST	⏫ ADAS
🔽 RELIABILITY	⏬ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 250, AMG 35
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp)
TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **111**
Weight (lb.) **3,785**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz GLC

51 OVERALL SCORE

The second-generation GLC SUV mirrors the C-Class sedan, utilizing the same powertrain and similar interior controls. The 255-hp, 2.0-liter turbo four-cylinder uses a 48-volt mild-hybrid setup, and we measured a commendable 26 mpg overall. After an initial delay of power off the line, the powertrain wakes up and supplies a decent punch. The nine-speed automatic works well, aside from an occasionally bumpy downshift. Handling is agile and confidence-inspiring, and the ride is steady but too firm. The brakes feel mushy, although stopping distances are competitively short. The front seats are comfortable, and the rear seat is roomy. Unfortunately, the unintuitive controls are distracting to use while driving. Among the driver assistance features is the ability for the GLC to change lanes on its own during highway driving.

$47,450-$57,000
BASE PRICE RANGE

78 ROAD TEST	⏫ ADAS
⏬ RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GLC300
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **65**
Wheelbase (in.) **113**
Weight (lb.) **4,320**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **815**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	🔽	*
Engine, Major	🔼	⏫	*
Engine, Minor	⏫	⏬	*
Engine, Cooling	⏫	🔼	*
Transmission, Major	⏫	⏫	*
Transmission, Minor	⏫	🔼	*
Drive System	⏫	⏫	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	🔼	⏬	*
Electrical	⏫	⏫	*
Climate System	⏫	⏫	*
Suspension	🔼	🔼	*
Brakes	🔼	⏫	*
Exhaust	⏫	⏫	*
Paint/Trim	⏫	🔼	*
Noises/Leaks	⏬	🔼	*
Body Hardware	⏬	🔼	*
Power Equipment	!	🔽	*
In-Car Electronics	🔽	🔼	*

Mercedes-Benz GLE

61
OVERALL SCORE

The GLE is very quiet and very nicely finished inside, and has excellent seats. The uplevel GLE 450 has a powerful 3.0-liter turbo six-cylinder that returned 20 mpg overall in our tests. A 255-hp, 2.0-liter turbo four-cylinder is standard. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has a broad range of capabilities but is complicated and distracting to use. Audio, phone, navigation, and some comfort functions can be handled through the touchscreen, the touchpad, or the touch-sensitive controls on the steering wheel. It's a convoluted system, but the ability to use voice commands with natural speech helps some. A 450e plug-in hybrid with an estimated 48 miles of electric range is new for 2024.

$62,650-$129,050
BASE PRICE RANGE

76
ROAD TEST

⇈
ADAS

↓
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GLE350, GLE450e, GLE450, GLE53, GLE580, GLE63 S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 plugin hybrid (381 hp); 3.0-liter 6 turbo (375 hp); 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (510 hp); 4.0-liter V8 turbo (603 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **77**
Height (in.) **71**
Wheelbase (in.) **118**
Weight (lb.) **5,145**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **980**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↓	*
Engine, Major	!	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	!	⇊	*
Suspension	⇈	!	*
Brakes	↓	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	!	!	*
Noises/Leaks	⇈	⇊	*
Body Hardware	⇊	⇊	*
Power Equipment	⇊	⇊	*
In-Car Electronics	!	↑	*

Mercedes-Benz GLS

65
OVERALL SCORE

The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter turbo six-cylinder engine provides plenty of smooth and effortless power. An even more powerful turbo V8 is available. The ride is composed, and handling is responsive for such a large luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is distracting to use when driving because many common tasks require a few steps. Plus, when using the steering-wheel controls, it's easy to inadvertently change a display or an audio selection.

$87,000-$174,350
BASE PRICE RANGE

82
ROAD TEST

⇈
ADAS

↓
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 450, 580, 600, AMG 63

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter 6 turbo (375 hp); 4.0-liter V8 turbo (510 hp); 4.0-liter V8 turbo (550 hp); 4.0-liter V8 turbo (603 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **205**
Width (in.) **77**
Height (in.) **72**
Wheelbase (in.) **123**
Weight (lb.) **5,495**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,300**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **7,715**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz S-Class

NA
OVERALL SCORE

The S-Class sedan continues to deliver a hushed cabin and impeccable fit and finish. Though composed, the ride is less plush than it was in past generations. A 429-hp, 3.0-liter turbo inline-six is standard, and the uplevel choice is a 496-hp, 4.0-liter turbo V8. Each is teamed with a nine-speed automatic and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering turns the wheels in the direction of travel to aid highway-speed handling, and in the opposite direction to improve low-speed maneuverability. That makes the S-Class quite agile in the corners, belying its size. The infotainment system is complicated to use. The slick head-up display features augmented reality.

$117,300-$234,300
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Maybach, S500, S580, S580e

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo (429 hp); 3.0-liter 6 plugin hybrid (510 hp); 4.0-liter V8 turbo (496 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **208**
Width (in.) **77**
Height (in.) **59**
Wheelbase (in.) **127**
Weight (lb.) **4,775**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **13.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA combined **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mini Cooper ✓

78
OVERALL SCORE

The Mini hardtop is sporty, quirky, and full of character. We got 30 mpg overall in from the 189-hp, turbo four-cylinder Cooper S we tested with the six-speed manual. The base 134-hp, 1.5-liter turbo three-cylinder is surprisingly energetic, though it sounds gritty at low revs. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is somewhat firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is still tiny. The high-performance John Cooper Works version bumps power to 228 hp and gets a firmer suspension. The wagonlike Clubman, which shares its platform with the BMW X1, is longer and wider, and has small barn-style rear doors. An all-electric version is available with a short EPA-estimated 114-mile driving range. BSW, RCTW, and highway-speed AEB aren't available. A redesign is coming as a 2025 model.

$25,800-$48,500
BASE PRICE RANGE

80 ROAD TEST	● ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 2-door hatchback; 4-door hatchback; convertible

TRIM LINES: Classic, Iconic, JCW, S, SE, Signature

DRIVE WHEELS: Front

SEATING: 2 front, 2 rear

ENGINES: Electric (181 hp); 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **153**
Width (in.) **68**
Height (in.) **56**
Wheelbase (in.) **98**
Weight (lb.) **2,815**
% Weight Front/Rear **63/37**

CARGO MEASUREMENT
Max. Load (lb.) **770**
Cargo Volume, cu.ft. **9.0**
Towing Capacity (lb.) **NR**

FUEL
Electric or Premium
CR Overall mpg **30**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	⇈	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↓	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	↑
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	⇈
Noises/Leaks	⇈	⇈	↑
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	↓	⇈

Mini Cooper Countryman ✔

77 OVERALL SCORE

The SUV-like Countryman offers a rough though energetic 1.5-liter turbo three-cylinder and a stronger, more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are available. Its agile handling makes the Mini fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well finished, the front seats are supportive, and the back seat is comfortable. The BMW-sourced iDrive infotainment system has a learning curve but is logical. The AWD SE plug-in hybrid mates the turbo three-cylinder with electric drive and has a short, EPA-estimated 17-mile electric range. BSW, RCTW, and highway-speed AEB aren't available. A redesign will arrive for the 2025 model year and include an electric version.

$32,650-$50,100
BASE PRICE RANGE

81 ROAD TEST	| ADAS
⌃ RELIABILITY	⌃ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Classic, Iconic, JCW, S Classic, SE, Signature

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (191 hp); 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (301 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **64**
Wheelbase (in.) **105**
Weight (lb.) **3,690**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **23.5**
Towing Capacity (lb.) **NR**

FUEL
Electric or Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Eclipse Cross

59 OVERALL SCORE

This coupelike SUV's recent makeover didn't change the ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Fortunately, Mitsubishi dropped the convoluted infotainment touchpad system in favor of more user-friendly conventional volume and tune knobs, and a touchscreen that is easier to navigate. The lackluster 1.5-liter turbo four-cylinder and continuously variable transmission move the all-wheel-drive SUV decently around town, but it runs out of steam merging onto highways and its 24 mpg overall isn't impressive. While the driver's seat is short on support, it's easy to get into and out of the cabin, and rear-seat room is generous. BSW, RCTW, and highway-speed AEB are optional.

$26,345-$31,145
BASE PRICE RANGE

61 ROAD TEST	| ADAS
| RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: ES, LE, Ralliart, SE, SEL, SEL Touring

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (152 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **71**
Height (in.) **67**
Wheelbase (in.) **105**
Weight (lb.) **3,515**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **22.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

⇊ ↓ ○ ↑ ⇈ ✓
WORSE ⟝⟞ BETTER RECOMMENDED

Mitsubishi Mirage

38
OVERALL SCORE

A rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction, minor updates and freshenings have brought a sedan body style, a hint more power, better infotainment, and upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration, or the car's clumsy handling. Though it's relatively roomy inside, the cabin feels drab, cheap, insubstantial, and a bit depressing. In the end, there is no compelling reason to buy a Mirage, especially because much better used cars are available for the same price. BSW, RCTW, and highway-speed AEB aren't available.

$16,695-$19,595
BASE PRICE RANGE

35 ROAD TEST	○ ADAS
○ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan
TRIM LINES: BE, ES, LE, SE
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 (76 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **149**
Width (in.) **66**
Height (in.) **59**
Wheelbase (in.) **97**
Weight (lb.) **2,085**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **17.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Outlander ✓

77
OVERALL SCORE

The Outlander is based on the Nissan Rogue but also has a tiny third-row seat. Although the new version is much improved, it still trails other small SUV entries in ride quality and overall refinement. Acceleration is leisurely, but the CVT is responsive, and the SUV managed 25 mpg overall from the 2.5-liter four-cylinder engine. Handling is nimble and secure, but the steering is overly light, with an unnaturally quick turn-in response, which makes it feel nervous on the highway. The ride is stiff as the large wheels crash over potholes, and wind noise is noticeable around the sunroof area. Fit and finish is quite good throughout the cabin, with plenty of padded pieces, and we liked the grippy and supportive suede front seats. The second-row seat offers lots of lots of leg- and foot room, while the tiny third row gives the ability to haul seven people in a pinch. Most controls are easy to use, including the infotainment system.

$28,395-$50,345
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Black Edition, ES, Platinum, SE, SEL
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.5-liter 4 (181 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **75**
Height (in.) **69**
Wheelbase (in.) **107**
Weight (lb.) **3,845**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,155**
Cargo Volume, cu.ft. **32.0**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Outlander PHEV ✓

82
OVERALL SCORE

The Outlander plug-in hybrid electric vehicle (PHEV) is quicker and quieter than the regular Outlander, and provides an EPA-estimated 38 miles of electric driving before it transitions to regular hybrid operation. When operating as a battery-depleted hybrid, it gets the same 25 mpg as the non-hybrid version, which is disappointing. It takes 6.5 hours to charge the Outlander PHEV's 20-kWh battery using a 240-volt EV charger, and over 16 hours on a regular 120-volt household outlet. This PHEV feels very much like an EV when driven in electric mode because it uses a direct-drive (as EVs do) rather than a conventional automatic transmission or CVT. The rest of the PHEV is similar to the regular model, which means it has a stiff ride and light, darty steering. The standard, tiny third-row seat is usable in a pinch. Controls are easy to use, including the Nissan-sourced infotainment system.

$40,345-$50,345
BASE PRICE RANGE

79 ROAD TEST	▲ ADAS
▲ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: ES, SE, SEL
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.4-liter 4 plug-in hybrid (248 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **84**
Height (in.) **69**
Wheelbase (in.) **107**
Weight (lb.) **4,730**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,155**
Cargo Volume, cu.ft. **32.0**
Towing Capacity (lb.) **1,500**

FUEL
Electric or regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor	*	*	*
EV Battery	*	*	*
EV Charging	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Outlander Sport

NA
OVERALL SCORE

This aging small SUV is a shortened version of the previous-generation Outlander, but with less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling is mundane, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding driving position, as well as passenger and cargo versatility. Top-trim Outlander Sports are priced like many larger, more capable SUVs. Highway-speed AEB is not available, and BSW and RCTW are optional.

$23,695-$28,495
BASE PRICE RANGE

NA ROAD TEST	● ADAS
● RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: ES, GT, LE, S, SE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **169**
Width (in.) **70**
Height (in.) **64**
Wheelbase (in.) **105**
Weight (lb.) **3,290**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Altima ✓

76 OVERALL SCORE

Despite a mild freshening in 2023 that added more standard active safety features, the Altima is a rather unremarkable midsized sedan. It delivers a roomy cabin, good fuel economy, user-friendly controls, and a large trunk. But the driving experience falls short when it comes to handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. All-wheel drive is available, as is a more powerful 2.0-liter turbo engine. The car is relatively quiet, the cabin is roomy, and the rear seat is very generous. But the Altima's low ride height can make it a little challenging to get in and out.

$26,000-$35,700
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
! RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: S, SL, SR, SV
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (236 hp); 2.0-liter 4 turbo (248 hp); 2.5-liter 4 (182 hp); 2.5-liter 4 (188 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,240**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **15.0**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↓	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇊	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	↓	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	⇊	*
Climate System	⇈	⇊	*
Suspension	⇈	⇈	*
Brakes	⇊	⇊	*
Exhaust	⇈	⇈	*
Paint/Trim	⇊	⇈	*
Noises/Leaks	⇈	⇊	*
Body Hardware	⇊	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	↑	↓	*

Nissan Ariya ✓

70 OVERALL SCORE

The Ariya is quick, quiet, and roomy, and has a decent driving range. But its EV tech is weak, with a 7.2-kilowatt onboard charger that adds only about 20 miles of range per hour at home; DC fast charging is below average as well. We found that unplugging is a frustrating process because the port is not linked to the car's central locking system. The Ariya offers a 63-kilowatt-hour battery or a longer-range 87-kWh battery, with either front- or all-wheel drive. We got a decent 253 miles of range in our highway range test with the larger battery. Acceleration is plentiful and quiet, but the ride is stiff-legged and handling is mundane. The rear seat is roomy and comfy. Novel details include a power fore-aft sliding center console and buttons neatly embedded into matte wood trim. The available ProPilot Assist 2.0 system allows hands-free driving on certain highways.

$43,190-$60,190
BASE PRICE RANGE

70 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Empower+, Engage, Engage+, Evolve+, Platinum+, Premiere, Venture+
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (214 hp); Electric (238 hp); Electric (335 hp); Electric (389 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **75**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **5,075**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **835**
Cargo Volume, cu.ft. **29.5**
Towing Capacity (lb.) **1,500**

FUEL
Electric
Range, miles **253**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	
Engine, Minor		*	
Engine, Cooling		*	
Transmission, Major		*	
Transmission, Minor		*	
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System		*	
Electrical		*	
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Nissan Armada

57 OVERALL SCORE

This less expensive version of the Infiniti QX80 still uses a robust 5.6-liter V8, but it now makes 400 hp. In our tests we got a paltry 14 mpg overall. Though the soft suspension absorbs bumps well, the body jostles occupants back and forth frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in the top Platinum trim. The infotainment system has been updated, but some other controls look and feel old, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third-row seat can be power-folded. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load.

$55,720-$70,790
BASE PRICE RANGE

60 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, SL, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 5.6-liter V8 (400 hp)
TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **209**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,910**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,545**
Cargo Volume, cu.ft. **47.0**
Towing Capacity (lb.) **8,500**

FUEL
Regular
CR Overall mpg **14**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Frontier

48 OVERALL SCORE

The Frontier is powered by a 310-hp, 3.8-liter V6 engine matched with a nine-speed automatic. The V6 is smooth and punchy, and the transmission shifts with fluidity. Fuel economy of 18 mpg overall is not a standout among mid-sized pickup trucks. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. Plus, the steering wheel lacks a telescope adjustment. The ride is stiff and choppy, though it's an improvement over the previous-generation Frontier. The rear seat is tight, but the controls and infotainment system are easy to use. The low-effort tailgate is easy to open and close. The Pro-4X version is off-road-ready, with a rear locking differential. BSW and RCTW are optional.

$30,030-$42,900
BASE PRICE RANGE

67 ROAD TEST	↑ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: Hardbody, PRO-4X, PRO-X, S, SL, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 3.8-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **72**
Height (in.) **76**
Wheelbase (in.) **126**
Weight (lb.) **4,720**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,310**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,350**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	↓	⇊
Engine, Major	*	⇈	⇈
Engine, Minor	*	⇈	!
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	↑	⇈
Transmission, Minor	*	⇊	⇈
Drive System	*	⇈	!
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	⇈
Electrical	*	⇈	!
Climate System	*	!	⇈
Suspension	*	⇈	!
Brakes	*	↑	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	!	⇈
Noises/Leaks	*	!	!
Body Hardware	*	⇊	⇊
Power Equipment	*	⇊	⇊
In-Car Electronics	*	!	⇈

⇊ ↓ ! ↑ ⇈
WORSE — BETTER ✓ RECOMMENDED

Nissan Kicks ✓

65
OVERALL SCORE

Nissan's smallest subcompact crossover is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa but are attracted to the versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 122-hp, 1.6-liter four-cylinder engine coupled to a continuously variable transmission, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Handling is mundane, and the ride is rather choppy. Interior room is generous for the class, and the controls and updated infotainment system are easy to use.

$21,050-$23,610
BASE PRICE RANGE

67 ROAD TEST	⇈ ADAS
! RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: S, SR, SV
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 (122 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **169**
Width (in.) **69**
Height (in.) **62**
Wheelbase (in.) **103**
Weight (lb.) **2,630**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **25.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Leaf

57
OVERALL SCORE

The Leaf EV comes in two trim levels: S and SV Plus. The standard 40-kilowatt-hour battery in the S provides an EPA-estimated driving range of 149 miles; the SV Plus gets a 60-kWh battery with an EPA-estimated range of 212 miles. Its also a second quicker from 0 to 60 mph than the base S. It takes 8 hours to charge the Leaf S on a 240-volt connector and 10.5 hours to charge the SV Plus. Note that DC-fast charging is through an outdated connection that's not compatible with most public charging places. The ride feels soft until you hit a sharp bump. Handling is mundane but secure. The driving position is awkward because the steering wheel doesn't telescope for reach. The optional ProPilot Assist active driving assistance system can keep the Leaf in its lane and adjust its speed according to traffic ahead.

$28,140-$36,190
BASE PRICE RANGE

61 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: S, SV Plus
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (147 hp); Electric (214 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **71**
Height (in.) **62**
Wheelbase (in.) **106**
Weight (lb.) **3,850**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **24.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **212 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↑
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	!	⇈	⇈
Electric Motor	⇈	↓	⇈
EV Battery	!	↑	⇈
EV Charging	↑	⇈	!
Fuel System			
Electrical			
Climate System	⇊	⇊	!
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust			
Paint/Trim	!	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇊	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	!

Nissan Murano ✓

69 OVERALL SCORE

Nissan's midsized SUV uses a punchy, refined 3.5-liter V6 a gem of an engine that is paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The intuitive infotainment system combines an easy-to-use interface with traditional knobs and a row of onscreen buttons The front seats are comfortable at first but lose support during long trips. Adults will find that rear seat quite roomy, and access is easy. Rear and side visibility are hindered by the swoopy styling and windows that taper toward the rear. Handling is not very sporty, with too-light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the top Platinum trim.

$38,190-$47,900
BASE PRICE RANGE

74 ROAD TEST
▲▲ ADAS
! RELIABILITY
! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, SL, SV
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (260 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **111**
Weight (lb.) **4,025**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **33.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	*	*
Engine, Major	▲▲	*	*
Engine, Minor	▲▲	*	*
Engine, Cooling	▲▲	*	*
Transmission, Major	▲	*	*
Transmission, Minor	▲	*	*
Drive System	!	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▲▲	*	*
Electrical	▲▲	*	*
Climate System	▲▲	*	*
Suspension	▲▲	*	*
Brakes	▼▼	*	*
Exhaust	▲▲	*	*
Paint/Trim	▲▲	*	*
Noises/Leaks	▲▲	*	*
Body Hardware	▲▲	*	*
Power Equipment	▲▲	*	*
In-Car Electronics	▲	*	*

Nissan Pathfinder

62 OVERALL SCORE

This generation of the Pathfinder midsized three-row SUV is a major improvement over its predecessor, including its punchy powertrain and an easy-to-use infotainment system. The 3.5-liter V6 makes 284 hp and now comes mated to a nine-speed automatic, together delivering smooth and effortless propulsion, along with 21 mpg overall. It comes with either front- or all-wheel drive. The ride is steady, if stiff-legged, but handling is responsive for a midsized SUV. Physical buttons and knobs for commonly used climate and infotainment functions make controls user-friendly. Seven- and eight-passenger seating configurations are offered. Nissan's ProPilot Assist active driver assistance system is optional.

$36,080-$50,950
BASE PRICE RANGE

81 ROAD TEST
▲▲ ADAS
▼ RELIABILITY
▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, Rock Creek, S, SL, SV
DRIVE WHEELS: Front, 4WD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 3.5-liter V6 (284 hp); 3.5-liter V6 (295 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **114**
Weight (lb.) **4,600**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **44.5**
Towing Capacity (lb.) **6,000**

FUEL
Regular or premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		▼	▼▼
Engine, Major		▲▲	▲▲
Engine, Minor		▲▲	▲▲
Engine, Cooling		▲▲	▲▲
Transmission, Major		▲▲	▲▲
Transmission, Minor		!	!
Drive System		▲▲	▲▲
Electric Motor			
EV Battery			
EV Charging			
Fuel System		▲▲	▲▲
Electrical		▲▲	▲▲
Climate System		▼▼	!
Suspension		▲▲	!
Brakes		▲▲	▲▲
Exhaust		▲▲	▲▲
Paint/Trim		▲▲	▲▲
Noises/Leaks		▲▲	▲▲
Body Hardware		▼▼	▼▼
Power Equipment		!	▼▼
In-Car Electronics		▼▼	▼

⇊ ↓ I ↑ ⇈
WORSE — BETTER
✓ RECOMMENDED

Nissan Rogue ✓

70
OVERALL SCORE

The Rogue is roomy and user-friendly. We got 25 mpg overall from the all-wheel-drive version with its 201-hp, 1.5-liter turbo three-cylinder. It's more responsive than the 2.5-liter Four it replaced, albeit with some vibration at idle, but we found fuel economy and acceleration to be the same. The Rogue feels solid and substantial, with a composed ride and nimble handling. Interior space is generous for a small SUV, and access is very easy. Controls are simple to use, although the electronic gear selector may require some familiarity. The top-shelf Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system.

$28,420-$40,200
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
I RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, S, SL, SV
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 3 turbo (201 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **67**
Wheelbase (in.) **107**
Weight (lb.) **3,685**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇊	↓
Engine, Major	⇈	↓	⇈
Engine, Minor	↑	↓	⇈
Engine, Cooling	⇈	↓	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	↑
Drive System	⇈	⇊	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	↓	⇈
Electrical	⇈	⇈	⇈
Climate System	I	I	↑
Suspension	↑	↓	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	↑
Noises/Leaks	I	I	⇈
Body Hardware	↓	↑	I
Power Equipment	⇈	⇈	⇈
In-Car Electronics	I	⇊	↑

Nissan Sentra ✓

70
OVERALL SCORE

The current Sentra is a complete transformation from the previous model, as evidenced by its strong road-test score. It shed its dowdy look and mediocre performance to become one of the best-driving sedans in the compact class. The 149-hp four-cylinder and continuously variable transmission pleasantly combine to provide unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power driver's seat, leather upholstery, and heated front seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use.

$20,890-$23,980
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
I RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: S, SR, SV
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (149 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **107**
Weight (lb.) **3,000**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	I	↓	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇊	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	↓	*
Climate System	↓	↓	*
Suspension	⇈	⇈	*
Brakes	⇈	⇊	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇊	*
Noises/Leaks	⇈	↓	*
Body Hardware	⇊	⇊	*
Power Equipment	⇈	I	*
In-Car Electronics	⇈	↓	*

Nissan Titan

64
OVERALL SCORE

The light-duty Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup's. The regular Titan comes with a smooth and punchy 5.6-liter V8 that can catapult the truck from 0 to 60 mph in 6.7 seconds. We got 16 mpg overall, which is in line with other non-diesel trucks. The roomy cabin has a variety of handy storage places, and the tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in gooseneck trailer hitch for extra-heavy trailers. Handling is secure. Recent updates included the addition of a nine-speed automatic, new interior and exterior styling, and an available 9-inch touchscreen infotainment system.

$46,040-$63,020
BASE PRICE RANGE

70 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: Platinum Reserve, PRO-4X, SV

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 5.6-liter V8 (400 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **228**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **140**
Weight (lb.) **5,770**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,435**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **9,135**

FUEL
Regular
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Versa

58
OVERALL SCORE

While it has a stylish exterior, the Nissan Versa remains a basic, inexpensive subcompact. Available as a sedan only, we found it easy to drive and user-friendly. But the Versa is no joy to drive, with its stiff ride and dull handling. Unless the engine is working hard, the Versa feels lethargic in around-town driving. There's some road and wind noise, but that's to be expected in this class. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of midsized sedans can match or better that. The driver's seat is short on support, and unlike in previous Versas, the rear seat is tight. A more substantial used car can be had at the same price. But those who buy the Versa should look to the SV trim to get BSW and RCTW.

$16,390-$20,400
BASE PRICE RANGE

64 ROAD TEST	↑ ADAS
! RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: S, SR, SV

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 (122 hp)

TRANSMISSIONS: 5-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **69**
Height (in.) **57**
Wheelbase (in.) **103**
Weight (lb.) **2,670**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **15.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Z ✓

71
OVERALL SCORE

The Nissan Z evokes the classic lines that have defined this two-seat sports car since it first came out as the Datsun 240Z in the 1970s. The star of the show is its potent 400-hp, twin-turbo V6, which makes almost any drive a thrill. The six-speed manual requires a firm hand, but we like that Nissan includes a rev-matching feature to help smooth downshifts. The nine-speed automatic works well enough, though it dilutes the Z's sporty character. Handling is nimble, with quick steering and only mild body roll. The ride is stiff, with choppy sensations when driving on rough roads. Typical of serious sports cars, it's difficult to get into and out of the Z, outward visibility is limited, and the cabin gets quite loud. The Nismo version returns for 2024, with 420 hp, although the manual transmission won't be offered.

$42,310-$65,090
BASE PRICE RANGE

80 ROAD TEST

⇈ ADAS

● RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: coupe
TRIM LINES: NISMO, Performance, Sport
DRIVE WHEELS: Rear
SEATING: 2 front
ENGINES: 3.0-liter V6 turbo (400 hp); 3.0-liter V6 turbo (420 hp)
TRANSMISSIONS: 9-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **73**
Height (in.) **52**
Wheelbase (in.) **100**
Weight (lb.) **3,520**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **450**
Cargo Volume, cu.ft. **7.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Polestar 2

36
OVERALL SCORE

The Polestar 2 is a tall hatchback from Volvo's electric-vehicle sub-brand. It's based on the XC40 SUV. Its 78-kilowatt-hour battery has an EPA-rated range of 276 miles for the dual-motor all-wheel-drive version, which is a recent improvement over the original 2. A less expensive single-motor version with a longer driving range is also available. It takes over 10 hours to charge the battery from near-empty. The Polestar 2 is quick and handles nimbly, but the ride is very stiff and choppy. The interior is drab and suffers from a cramped driving position and a tight back seat. At least the car's hatchback layout aids cargo-carrying versatility. The Google-based infotainment system is extremely distracting, but a recent software update that finally added Apple CarPlay helps matters.

$49,900-$63,000
BASE PRICE RANGE

66 ROAD TEST

⇈ ADAS

⇊ RELIABILITY

● SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: Long Range Dual Motor, Long Range Single Motor
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (299 hp); Electric (421 hp); Electric (455 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **108**
Weight (lb.) **4,730**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **2,000**

FUEL
Electric
Range, miles **276 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	*	*
Electric Motor	*	*	*
EV Battery	*	*	*
EV Charging	*	*	*
Fuel System			
Electrical			
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust			
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche 718 Boxster ✓

85
OVERALL SCORE

This well-honed convertible sports car is a delight to drive, whether you choose the seven-speed, dual-clutch automatic or the six-speed manual transmission. Both the 2.0- and 2.5-liter turbo engines deliver readily available power, and a stronger 414-hp, 4.0-liter six-cylinder is available. Impressive grip and balance make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds and can be done even on the move, up to 43 mph. The front trunk is a bonus. Disappointingly, BSW is only optional, and other active safety features, such as AEB with pedestrian detection, highway-speed AEB, and RCTW, aren't even available. The Cayman is the coupe version.

$70,400-$97,300
BASE PRICE RANGE

95 ROAD TEST

Opt. ADAS

⌃ RELIABILITY

⌃ SATISFACTION

OVERVIEW

BODY STYLES: convertible

TRIM LINES: 25 years, Base, GTS, S, Spyder RS, T

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 4.0-liter 6 (394 hp); 4.0-liter 6 (493 hp)

TRANSMISSIONS: 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **71**
Height (in.) **50**
Wheelbase (in.) **97**
Weight (lb.) **3,150**
% Weight Front/Rear **44/56**

CARGO MEASUREMENT
Max. Load (lb.) **485**
Cargo Volume, cu.ft. **4.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche Cayenne ✓

81
OVERALL SCORE

A freshening for 2024 brings interior updates inspired by the Taycan EV, including a curved display screen that houses Porsche's latest infotainment system. Few SUVs can match the Cayenne when it comes to handling agility. But the ride has an underlying firmness, and some jolts punch through. With the base 3.0-liter turbo V6, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. Interior fit and finish is top-notch, and the seats are very comfortable and supportive. A coupe body style and multiple plug-in hybrids are available with both six- and eight-cylinder engines paired with an electric motor.

$79,200-$196,300
BASE PRICE RANGE

84 ROAD TEST

⌃⌃ ADAS

⌃ RELIABILITY

⌃ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; coupe

TRIM LINES: Base, E-Hybrid, S, Turbo E-Hybrid, Turbo GT

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (348 hp); 3.0-liter V6 plugin hybrid (463 hp); 4.0-liter V8 turbo (468 hp); 4.0-liter V8 turbo (650 hp); 4.0-liter V8 plugin hybrid (729 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **78**
Height (in.) **67**
Wheelbase (in.) **114**
Weight (lb.) **4,680**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,475**
Cargo Volume, cu.ft. **32.0**
Towing Capacity (lb.) **7,715**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ! ↑ ⇈
WORSE ——— BETTER

✓ RECOMMENDED

Porsche Macan ✓

76 OVERALL SCORE

The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Turbocharged four-cylinder and V6 engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, fit and finish, and attention to detail are first-rate. The firm ride is steady and controlled, but you won't mistake it for being plush. The cabin is quite snug, and the center console has a dizzying array of buttons that can be confusing at first. Though the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities for the class. It's disappointing that BSW is optional and RCTW isn't offered. An all-new EV version has been introduced as a 2024 model.

$60,900-$105,300
BASE PRICE RANGE

79 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, GTS, S, T

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (375 hp); 2.9-liter V6 turbo (434 hp); Electric (402, hp); Electric (630 hp)

TRANSMISSIONS: 7-speed sequential; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **111**
Weight (lb.) **4,415**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **29.0**
Towing Capacity (lb.) **4,410**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	!
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	↓	⇈
Suspension	⇈	⇈	!
Brakes	⇈	⇈	⇈
Exhaust	⇊	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	!
Body Hardware	!	⇈	⇈
Power Equipment	!	↓	⇊
In-Car Electronics	⇈	↓	↑

Porsche Taycan ✓

76 OVERALL SCORE

Porsche's four-door EV is quick, agile, and very enjoyable to drive. It even rides comfortably. The 4S Plus version's EPA-rated range is 235 miles. Charging time on a 240-volt connector takes a long 11 hours for the larger 93-kilowatt-hour battery, but it can charge at an impressive rate of 270 kW at a public DC fast charger. The front seats are very comfortable, but the rear seats are tight. Visibility to the rear and sides is hindered by the sloping roof. There's a decently sized rear trunk and a small front trunk. The touchscreen-based controls are complicated and unintuitive even after repeated use, and the EV-related displays aren't very prominent. Interior ambience is less impressive than it is in other Porsche models. Wagon and rear-wheel-drive versions are also available. For a vehicle in this class, BSW and RCTW should be standard instead of optional.

$90,900-$197,500
BASE PRICE RANGE

78 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan; wagon

TRIM LINES: 4, 4S, Base, GTS, Turbo, Turbo S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (402 hp); Electric (469 hp); Electric (522 hp); Electric (562 hp); Electric (590 hp); Electric (670 hp); Electric (750 hp)

TRANSMISSIONS: 2-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **78**
Height (in.) **54**
Wheelbase (in.) **114**
Weight (lb.) **5,095**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **830**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **235 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	*	*
Electric Motor	*	*	*
EV Battery	*	*	*
EV Charging	*	*	*
Fuel System			
Electrical			
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust			
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Ram 1500

NA
OVERALL SCORE

The Ram 1500 is redesigned for the 2025 model year. The outgoing model is the most comfortable-riding full-sized pickup, partly because of its coil-spring rear suspension. The 5.7-liter V8, which returned 17 mpg overall in our tests, has been replaced with a 3.0-liter six-cylinder turbo. A 3.6-liter V6 is the standard engine, while the small diesel engine has been dropped. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely, which is a plus. Rear-seat room is generous, and the Uconnect touchscreen infotainment system is easy to use. An enormous 12-inch touchscreen is optional. AEB, BSW, and RCTW are all optional. A fully electric version and extended-range EV with an onboard gas generator debut at the end of 2024.

$40,275-$87,320
BASE PRICE RANGE

NA ROAD TEST	❙ ADAS
❙ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: Big Horn, HFE, Laramie, Limited, Limited Longhorn, Rebel, Tradesman, Tungsten, TRX

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.6L V6 (305 hp); 3.0-liter turbo 6 (420 hp); 3.0-liter turbo 6 (540 hp)

TRANSMISSIONS: 8-speed auto

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **233**
Width (in.) **82**
Height (in.) **78**
Wheelbase (in.) **145**
Weight (lb.) **5,355**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,100**

FUEL
Regular
EPA Combined mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	❙	❙	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	↑
Transmission, Minor	⇈	↑	⇈
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	⇈	↑	⇈
Suspension	❙	⇈	↑
Brakes	↑	↑	⇈
Exhaust	↑	⇈	⇈
Paint/Trim	↑	↓	❙
Noises/Leaks	❙	↑	⇈
Body Hardware	↑	↑	↑
Power Equipment	↑	⇈	↑
In-Car Electronics	⇈	⇊	↑

Rivian R1S

52
OVERALL SCORE

This three-row electric SUV has an EPA-rated range of about 260 to 400 miles, depending on battery and tire size. With 835 hp from four electric motors, the R1S we tested is ridiculously quick and handles with relative agility, though it became tail-happy when driven to its limits around our track. The ride is too stiff, electric-motor whine is noticeable at low speeds, and the regenerative braking is too strong, which makes it difficult to drive the SUV smoothly. The interior is uncluttered, but the controls are extremely distracting because almost every task, including adjusting the air vents, is done through the touchscreen. A front trunk adds cargo space. DC fast charging is supposedly capable of a max acceptance rate of 200 kilowatts, but we haven't seen anywhere close to that.

$84,000-$99,000
BASE PRICE RANGE

72 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Adventure, Explore

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: Electric (533 hp); Electric (665 hp); Electric (835 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **82**
Height (in.) **77**
Wheelbase (in.) **121**
Weight (lb.) **6,920**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,360**
Cargo Volume, cu.ft. **48.5**
Towing Capacity (lb.) **7,700**

FUEL
Electric
Range, miles **316 E**

RELIABILITY HISTORY

	'21	**'22**	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Rivian R1T

58 OVERALL SCORE

The R1T is a five-passenger electric crew-cab pickup. It is very quick and quiet, rides comfortably, and handles with agility. With its 135-kilowatt-hour battery, the truck managed 334 miles during our 70-mph highway range test. The R1T is impressively capable off-road, thanks to individual motors powering each wheel. However, the regenerative braking system is too strong, resulting in an abruptness every time the driver adjusts their throttle position; it takes a lot of concentration to drive smoothly. The swanky interior has an uncluttered, high-tech vibe, but several common tasks entail multiple steps through the touchscreen, which is distracting. The R1T has a large front trunk and an innovative transverse tunnel between the cab and bed for storage.

$79,000-$94,000
BASE PRICE RANGE

84 ROAD TEST	⏫ ADAS
🔽 RELIABILITY	⏫ SATISFACTION

OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Adventure, Explore
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (533 hp); Electric (665 hp); Electric (835 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **217**
Width (in.) **82**
Height (in.) **78**
Wheelbase (in.) **136**
Weight (lb.) **6,925**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,625**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,000**

FUEL
Electric
Range, miles **334**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		⏬	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		⏬	*
Electric Motor		🔼	*
EV Battery		⏫	*
EV Charging		⏬	*
Fuel System			
Electrical			
Climate System		⏬	*
Suspension		🔼	*
Brakes		⏫	*
Exhaust			
Paint/Trim		⏬	*
Noises/Leaks		⏫	*
Body Hardware		⏬	*
Power Equipment		⏫	*
In-Car Electronics		🔼	*

Subaru Ascent ✓

79 OVERALL SCORE

The Ascent is a very functional, easy-to-live-with three-row midsized SUV. Its turbocharged four-cylinder engine delivers ample power in daily driving and gets 22 mpg overall. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. Handling agility is not an Ascent strength: The steering is vague and the body leans noticeably when pushed through corners, but it proved ultimately secure at its handling limits around our track. The cabin is quiet, and the second-row captain's chairs are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very straightforward. BSW and RCTW are optional.

$34,395-$48,695
BASE PRICE RANGE

90 ROAD TEST	🔼 ADAS
❗ RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Onyx Edition, Onyx Edition Limited, Premium, Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 2.4-liter 4 turbo (260 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **76**
Height (in.) **72**
Wheelbase (in.) **114**
Weight (lb.) **4,550**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,160**
Cargo Volume, cu.ft. **40.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	🔽	🔽	🔼
Engine, Major	⏫	⏫	⏫
Engine, Minor	🔼	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	🔼	⏫	⏫
Transmission, Minor	🔼	⏫	⏫
Drive System	⏫	⏫	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏬	❗	❗
Suspension	🔼	❗	⏫
Brakes	⏬	⏬	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	🔼	⏫	⏫
Noises/Leaks	🔽	🔼	⏫
Body Hardware	⏫	⏫	🔼
Power Equipment	🔼	⏫	⏫
In-Car Electronics	❗	⏫	⏫

Subaru BRZ ✓

85
OVERALL SCORE

The rear-wheel-drive BRZ is all about accessible driving fun. A low center of gravity, light weight, sharp steering, and firm suspension tuning aid the car's pinpoint cornering abilities. A close-ratio six-speed manual transmission and a responsive 228-hp four-cylinder engine contribute to the sports coupe's alluring character; a six-speed automatic is available, though it dilutes the driver engagement. There's a constant barrage of road and engine noise, however, and getting into and out of the low-slung car is a chore. Controls are simple and intuitive. A small trunk and a tiny rear seat add a dash of practicality. The BRZ's sister car, the Toyota GR86, has a stiffer ride and tends to oversteer more easily when driven on a track. For 2024, AEB with pedestrian detection and highway-speed AEB became standard with the manual-transmission models as well.

$30,195-$35,345
BASE PRICE RANGE

86 ROAD TEST	↑ ADAS
↑ RELIABILITY	Ⓘ SATISFACTION

OVERVIEW

BODY STYLES: coupe
TRIM LINES: Limited, Premium, tS
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.4-liter 4 (228 hp)
TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **168**
Width (in.) **70**
Height (in.) **52**
Wheelbase (in.) **101**
Weight (lb.) **2,835**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **700**
Cargo Volume, cu.ft. **6.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Subaru Crosstrek ✓

87
OVERALL SCORE

The Crosstrek got an evolutionary redesign for 2024. It's still essentially a raised Impreza hatchback with a very comfortable ride, standard all-wheel drive, and a decent amount of cargo room for the class. Responsive handling, mostly simple controls, and a practical but not fancy interior round out the package. Acceleration from the standard 2.0-liter engine is tepid, and it gets loud when pushed; the optional 2.5-liter has more oomph. The X-Mode for the all-wheel-drive system alters power distribution to help traverse tricky terrain in off-road situations. The newly optional power driver's seat with adjustable lumbar support is a major improvement. BSW and RCTW are available only on higher trims.

$25,195-$32,195
BASE PRICE RANGE

82 ROAD TEST	↑ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Premium, Sport, Wilderness
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (152 hp); 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **71**
Height (in.) **63**
Wheelbase (in.) **105**
Weight (lb.) **3,350**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	Ⓘ	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	⇈	⇈

⇊ ↓ ○ ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

Subaru Forester

NA
OVERALL SCORE

The redesigned 2025 Subaru Forester incorporates a host of new and improved safety technology onto a stiffened chassis that the automaker says helps achieving a quieter ride. Although the aesthetic presence of the new model skews more brawny--thanks to a beefier grille, more squinty headlamps, pronounced and plastic-cladded fender arches, and distinct haunches--it's no surprise that cosmetic changes are relatively minor. The Forester has been a winner for Subaru, providing owners with standard all-wheel drive, big, high-visibility windows, and easy utility. Now the automaker has enhanced its standard active safety features with pedestrian and cyclist detection and a rear seat occupant alert system, and offers driver monitoring and emergency steering as optional equipment. A hybrid version will be offered in spring of 2025.

$27,000-$38,000E
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Premium, Sport, Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (180 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **68**
Wheelbase (in.) **105**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NA**

FUEL
Regular
CR Overall mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	○	⇈

Subaru Impreza ✓

76
OVERALL SCORE

The redesigned 2024 Impreza isn't radically different from the previous version, but it received a number of updates. It comes only as a practical hatchback now, without a sedan body style. The standard engine is a rather weak 152-hp, 2.0-liter four-cylinder that just barely gets the job done. Fuel economy is a decent 29 mpg overall, which is commendable for a vehicle with full-time all-wheel drive. The new RS has a livelier 182-hp, 2.5-liter engine. Both engines are matched to a continuously variable transmission that simulates shifts for a more natural feel. The ride is comfortable and composed, handling is capable and secure, and the cabin isn't too loud, barring some rather flagrant engine noise. The interior is a no-frills affair, and the new infotainment system is user-friendly. BSW and RCTW are are only available on higher trims.

$22,995-$27,885
BASE PRICE RANGE

78 ROAD TEST	↑ ADAS
↑ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Base, RS, Sport
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (152 hp); 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **70**
Height (in.) **58**
Wheelbase (in.) **105**
Weight (lb.) **3,290**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	○	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	○	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	○
Transmission, Minor	⇈	⇈	⇈
Drive System	○	⇈	○
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇊	○	○
Suspension	⇊	⇈	○
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	○	○	⇈
Noises/Leaks	⇈	⇊	⇈
Body Hardware	⇊	○	⇈
Power Equipment	⇊	○	⇈
In-Car Electronics	⇊	↑	↑

Subaru Legacy ✓

77
OVERALL SCORE

The Legacy provides a supercomfortable ride that outshines some luxury cars. Handling is responsive but not sporty. This all-wheel-drive midsized sedan can be fitted with one of two four-cylinder engines: a 182-hp, 2.5-liter or a 260-hp, turbocharged 2.4-liter. The 2.5-liter has just enough power for most situations and gets a decent 28 mpg overall, but it makes an unpleasant roar when pushed. The turbo engine delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. The large infotainment touchscreen hides common tasks deep in menus, and the system can be slow to respond to inputs. BSW and RCTW are optional.

$24,895-$38,195
BASE PRICE RANGE

89 ROAD TEST	🔼 ADAS
❗ RELIABILITY	❗ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base, Limited, Premium, Sport, Touring XT

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **191**
Width (in.) **72**
Height (in.) **59**
Wheelbase (in.) **108**
Weight (lb.) **3,510**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **15.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	🔽	❗	🔽
Engine, Major	🔼	⏫	⏫
Engine, Minor	⏫	🔼	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	🔼	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	⏬	⏫	❗
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	⏫
Electrical	⏫	🔼	⏫
Climate System	⏫	🔼	⏫
Suspension	⏫	⏫	⏬
Brakes	🔼	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	🔽	⏫	⏫
Noises/Leaks	❗	❗	⏫
Body Hardware	🔽	⏫	❗
Power Equipment	⏫	❗	⏫
In-Car Electronics	⏬	⏬	🔼

Subaru Outback ✓

79
OVERALL SCORE

Subaru's Outback is a smart alternative to an SUV. Although its roofline is lower than a typical SUV's, it can easily haul long items. The base 2.5-liter four-cylinder works fine during regular driving around town but can feel strained when quicker speed is needed. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment touchscreen require more than one step, however, and the system is slow to respond to inputs. Thoughtful details, such as built-in roof crossbars and a dual-position cargo cover, are nice touches. The Wilderness model has higher ground clearance. BSW and RCTW are optional.

$28,895-$42,795
BASE PRICE RANGE

89 ROAD TEST	🔼 ADAS
❗ RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: Base, Limited, Limited XT, Onyx, Onyx XT, Premium, Touring, Touring XT, Wilderness

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **108**
Weight (lb.) **3,915**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **37.0**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	❗	❗	❗
Engine, Major	⏫	⏫	⏫
Engine, Minor	🔼	🔼	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	⏫	⏫	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	⏫
Electrical	🔼	🔼	⏫
Climate System	❗	🔼	⏫
Suspension	⏫	⏫	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	🔼	⏫
Noises/Leaks	🔼	❗	⏫
Body Hardware	❗	🔼	🔼
Power Equipment	❗	❗	🔼
In-Car Electronics	⏬	⏬	🔽

Subaru Solterra

62
OVERALL SCORE

Subaru's first-ever EV is essentially a rebadged Toyota bZ4X. It has a functional small-SUV interior, and comes with front and rear motors to form an all-wheel-drive system. But it managed to drive only 210 miles during our 70-mph highway range test, which is notably shorter than rival EVs. The 215 hp its motors produce is also less than the competition, but the power is smooth and predictable. With a weak 6.6-kilowatt onboard charger, home charging is on the slow side. A maximum acceptance rate of just 100 kW at DC fast-charging stations is also skimpy. Handling is agile, and the ride is mostly comfortable. Oddly, there is no glove box or rear wiper, and the instrument panel is positioned far away from the driver, which can take some getting used to.

$44,995-$51,995
BASE PRICE RANGE

67 ROAD TEST | ⇈ ADAS
● RELIABILITY | ↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, Premium, Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (215 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **112**
Weight (lb.) **4,415**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **29.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **210**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			●
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			⇈
Electric Motor			⇈
EV Battery			⇈
EV Charging			⇊
Fuel System			
Electrical			
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			●
Power Equipment			⇈
In-Car Electronics			⇊

Subaru WRX ✓

83
OVERALL SCORE

The WRX features a 271-hp, 2.4-liter turbo flat-four engine, with a choice of a six-speed manual or a continuously variable transmission. The car pulls strongly, and the manual shifter and clutch are more forgiving than before. Handling is agile, and the car has tenacious tire grip in corners. But the ride is very stiff, and the cabin gets quite loud because of elevated levels of road and engine noise. Most controls are logically placed and easy to use, but many of the climate functions integrated into the slow-responding infotainment touchscreen require multiple steps. A new GT trim brings heavily bolstered Recaro front seats, a driver-adjustable suspension, and further active safety and driver assistance features. BBSW and RCTW are still optional.

$32,735-$44,215
BASE PRICE RANGE

83 ROAD TEST | ↑ ADAS
↑ RELIABILITY | ↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Base, GT, Limited, Premium, TR
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 turbo (271 hp)
TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **72**
Height (in.) **58**
Wheelbase (in.) **105**
Weight (lb.) **3,345**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **13.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Tesla Cybertruck

NA
OVERALL SCORE

The all-electric Cybertruck is a radical new take on pickups, with a polarizing, angular design and paintless alloy body panels. The spartan, five-passenger cabin has a large center screen, cup holders, a center armrest, and little else. The roof is almost all glass. The bed measures 6 feet long and 4 feet wide, and it can haul a 4x8-foot plywood sheet with the tailgate down. For the first production year, there are two versions: A midlevel, all-wheel-drive truck with 600 hp and 340 miles of driving range, and a Cyberbeast with 840 hp and 320 miles of range. Both have a 11,000-pound maximum towing capacity and an available bed-mounted range extender that can add more than 100 miles. An adaptive air suspension can raise and lower the truck. A lower-priced rear-drive version will join the line at a later date.

$60,990-$99,900
BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Cyberbeast, Dual Motor, Single Motor, Tri Motor
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (600 hp); Electric (840 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **224**
Width (in.) **87**
Height (in.) **71**
Wheelbase (in.) **NA**
Weight (lb.) **6,600**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **2,500**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,000**

FUEL
Electric
Range, miles **340 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Tesla Model 3 ✓

71
OVERALL SCORE

The Model 3 received a recent freshening that brings claimed improvements to ride comfort and noise isolation, while the car's swift acceleration and remarkably agile handling remain. Though the front seat is comfortable, the low rear seat is short on support. The Long Range all-wheel-drive version is rated at 341 miles of range; the base rear-wheel-drive version has a 248-mile range. The Supercharger fast-charging network is a big advantage. Annoyingly, adjusting the mirrors or the dash air vents is performed through steering wheel buttons and the center touchscreen. The Autopilot system can maintain the car's speed and keep it in its lane, but it doesn't possess a clear advantage over other driving assistance systems from other makers. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

$38,990-$45,990
BASE PRICE RANGE

80 ROAD TEST	▲ ADAS
● RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Long Range, Standard
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (241 hp); Electric (394 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,895**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **15.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **341 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	▼	●	●
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	▲▲	▲▲	▲▲
Electric Motor	▲▲	▲▲	▲▲
EV Battery	▲▲	▲▲	▲▲
EV Charging	▲▲	▲▲	▲▲
Fuel System			
Electrical			
Climate System	●	●	▲▲
Suspension	▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust			
Paint/Trim	▼▼	▲	●
Noises/Leaks	▼▼	▼▼	▼
Body Hardware	▼	●	▲
Power Equipment	▲	▼▼	▲▲
In-Car Electronics	▲	▲	▲▲

Tesla Model S

63 OVERALL SCORE

The Model S has an EPA-estimated driving range of more than 400 miles, and the ability to use Tesla's Supercharger network is a major plus. We got 366 miles in our 70-mph highway range test. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm ride. Don't expect luxury levels of noise isolation or interior fit and finish. The hatchback design aids versatility, and the frunk, or front trunk, is a bonus. While the controls are extremely unintuitive, they aren't as bad if you opt for the conventional steering wheel rather than the Yoke, which is a half-sized wheel. Common functions are performed through touch-sensitive controls on the steering wheel. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster, which is a poor substitute.

$74,990-$89,990
BASE PRICE RANGE

86 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Long Range, Plaid
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (670 hp); Electric (1020 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **77**
Height (in.) **57**
Wheelbase (in.) **117**
Weight (lb.) **4,625**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **32.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **366**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↓	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	⇈	⇈	*
Electric Motor	⇊	⇈	*
EV Battery	⇈	⇈	*
EV Charging	⇈	↑	*
Fuel System			
Electrical			
Climate System	⇊	●	*
Suspension	⇊	⇈	*
Brakes	⇈	⇈	*
Exhaust			
Paint/Trim	⇊	↑	*
Noises/Leaks	⇊	⇊	*
Body Hardware	⇊	⇊	*
Power Equipment	↑	↓	*
In-Car Electronics	●	↑	*

Tesla Model X

53 OVERALL SCORE

The Model X SUV is more showy than it is practical. It features massive rear 'falcon wing' side doors that very slowly open up and out of the way, which we found gets old quickly. There are five-, six-, and seven-passenger seating configurations, but the second-row captain's chairs don't fold, compromising utility. The X is very quick and handles nimbly in corners. But the excessively stiff ride and pronounced wind noise aren't befitting the high price and luxury status. The optional yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. In addition, neither Android Auto nor Apple CarPlay is available. But the ability to use Tesla's Supercharger network is a huge plus. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

$79,990-$94,990
BASE PRICE RANGE

74 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Long Range, Plaid
DRIVE WHEELS: AWD
SEATING: 2 front, 2 rear, 2 third
ENGINES: Electric (532 hp); Electric (1020 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **82**
Height (in.) **64**
Wheelbase (in.) **117**
Weight (lb.) **5,415**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,170**
Cargo Volume, cu.ft. **26.0**
Towing Capacity (lb.) **5,000**

FUEL
Electric
Range, miles **348 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	⇊	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	↓	*
Electric Motor	*	⇈	*
EV Battery	*	●	*
EV Charging	*	⇊	*
Fuel System			
Electrical			
Climate System	*	⇈	*
Suspension	*	⇊	*
Brakes	*	↓	*
Exhaust			
Paint/Trim	*	⇊	*
Noises/Leaks	*	⇊	*
Body Hardware	*	↓	*
Power Equipment	*	⇈	*
In-Car Electronics	*	⇈	*

Tesla Model Y ✓

72 OVERALL SCORE

The Model Y is essentially an SUV version of the Model 3, sharing key underpinnings and features. It's quick and agile, and the ability to use Tesla's Supercharger network is a major advantage. But it also has a distracting control layout and a stiff ride. Note that there is no Android Auto or Apple CarPlay compatibility. The AWD Long Range version has an EPA-estimated 330-mile driving range. Charging from almost empty takes just under 10 hours. The Model Y is taller and roomier than the Model 3. As such, rear-seat room is much better and the hatchback layout provides more versatility. Five- and seven-passenger seating configurations are available. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

$43,990-$52,490
BASE PRICE RANGE

88 ROAD TEST	▲ ADAS
● RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Long Range, Performance, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (295 hp); Electric (455 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **114**
Weight (lb.) **4,375**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **830**
Cargo Volume, cu.ft. **25.0**
Towing Capacity (lb.) **3,500**

FUEL
Electric
Range, miles **330 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	▼	▼
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	⏫	⏫	⏫
Electric Motor	⏫	▲	▲
EV Battery	⏫	⏫	⏫
EV Charging	⏫	▲	⏫
Fuel System			
Electrical			
Climate System	▲	●	⏫
Suspension	▲	▲	⏫
Brakes	⏫	⏫	⏫
Exhaust			
Paint/Trim	●	●	⏬
Noises/Leaks	⏬	⏬	▼
Body Hardware	▼	⏬	⏬
Power Equipment	⏫	▲	⏫
In-Car Electronics	▲	⏫	⏫

Toyota 4Runner

63 OVERALL SCORE

It's built tough for off-roading, but otherwise the 4Runner falls short of most midsized SUVs. The powerful but rough-sounding 4.0-liter V6 is thirsty, delivering just 17 mpg overall. The ride is unsettled, and handling is clumsy, with noticeable body lean while cornering. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time four-wheel-drive system includes a low range for challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. We like the easy-to-use controls, which feature big buttons and knobs. A tiny third-row seat is optional, and the power-retractable rear window is handy. A redesign is coming soon.

$40,705-$55,170
BASE PRICE RANGE

53 ROAD TEST	⏫ ADAS
⏫ RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 40th Anniv., Limited, SR5, SR5 Premium, TRD Off-Road, TRD Off-Road Premium, TRD Pro, TRD Sport

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 4.0-liter V6 (270 hp)

TRANSMISSIONS: 5-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **76**
Height (in.) **72**
Wheelbase (in.) **110**
Weight (lb.) **4,665**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,155**
Cargo Volume, cu.ft. **44.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⏫	⏫	⏫
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	▲	⏫	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▲	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	⏫	⏫
Suspension	⏫	⏫	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	▲	⏫
Noises/Leaks	⏫	●	⏫
Body Hardware	⏫	●	⏫
Power Equipment	⏫	⏫	⏫
In-Car Electronics	⏫	⏫	▲

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Toyota bZ4X

62 OVERALL SCORE

The bZ4X is Toyota's first ground-up EV. Sized like the RAV4, the FWD bZ4X has a 201-hp motor and an EPA-estimated 252-mile range, while the all-wheel-drive one went 210 miles in CR's highway range test. The range is short by current EV standards, and the car's 6.6-kilowatt onboard charger means home charging is on the slow side. A 100-kW DC fast-charging rate for the all-wheel-drive model is also behind competitors. Otherwise, it's a functional and pleasant-driving SUV with agile handling and a decent ride. The interior is rather spartan, and oddly forgoes a glove box and a rear wiper. The instrument panel is positioned far away from the driver, which can take getting used to. Toyota's Safety Sense 3.0 suite has lots of active safety and driver assistance functions. The Subaru Solterra is essentially the same vehicle as the bZ4X, but with standard AWD.

$43,070-$49,260
BASE PRICE RANGE

67 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, XLE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (201 hp); Electric (214 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **112**
Weight (lb.) **4,415**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **29.0**
Towing Capacity (lb.) **NR**

FUEL
Electric
Range, miles **210**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			!
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			⇈
Electric Motor			⇈
EV Battery			⇈
EV Charging			⇊
Fuel System			
Electrical			
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			!
Power Equipment			⇈
In-Car Electronics			⇊

Toyota Camry

NA OVERALL SCORE

For the 2025 model year, the Toyota Camry will only be available as a hybrid, with a re-tuned 2.5-liter, four-cylinder engine promising better fuel economy than the already-efficient outgoing model. An optional all-wheel-drive version is now available on all trims; it gets an additional electric motor powering the rear wheels when extra grip is needed. Toyota didn't make any major changes to the Camry's exterior aside from a new front end that sports a streamlined grille and LED headlights. The sporty XSE trim offers a two-tone paint job. All Camrys come standard with tech-focused features such as wireless phone charging and adaptive cruise control, and the infotainment system is uppdated to Toyota's latest version.

$28,000-$37,000E
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: LE, SE, XLE, XSE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 hybrid (225 hp); 2.5-liter 4 hybrid (232 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **NA**
Width (in.) **NA**
Height (in.) **NA**
Wheelbase (in.) **NA**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	⇈	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	↑	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	⇈

Toyota Corolla ✓

74-75
OVERALL SCORE

The Corolla sedan is fuel-efficient and sensible. A more powerful 169-hp, 2.0-liter four-cylinder engine, once exclusive to the higher trims and the hatchback, is now standard for all nonhybrid models and gets 36 mpg overall. The hybrid version is a sensible choice, with its incredible 48 mpg overall, although the continuously variable transmission amplifies engine noise. All-wheel drive is available. It also gets Toyota's latest infotainment system. The Corolla's handling agility is among the better in the compact-car class, as is ride comfort and cabin quietness. The GR Corolla is a high-performance version powered by a 300-hp, turbocharged three-cylinder engine with all-wheel drive. It comes exclusively with a six-speed manual transmission. BSW and RCTW are optional.

$22,050-$28,340
BASE PRICE RANGE

74-75 ROAD TEST	↑ ADAS
↑ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Hybrid LE, LE, Nightshade, SE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.8-liter 4 hybrid (138 hp); 2.0-liter 4 (169 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **70**
Height (in.) **57**
Wheelbase (in.) **106**
Weight (lb.) **2,960**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **13.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **36-48**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	↑	❙
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇊
Electrical	↑	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	❙	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	❙	↓
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	⇈	⇈	⇈

Toyota Corolla Cross ✓

69-73
OVERALL SCORE

The Corolla Cross replaces the phased out C-HR. Smaller than the RAV4, it can be had with either front- or all-wheel drive. A 2.0-liter four-cylinder engine with 169 hp, matched to a continuously variable transmission, is the main powertrain. An all-wheel-drive hybrid version with 196 hp is available, and it's the better version. In our tests it returned an impressive 41 mpg overall. The standard Corolla Cross feels slow, but at least it manages a decent 28 mpg overall. Both versions suffer from excessive engine noise during even moderate acceleration. Ride and handling are competent but unremarkable. The simple interior feels a bit stripped-down, but the controls are easy to use and the rear seat is fairly roomy. BSW and RCTW are unavailable on the base trim but standard on the higher trims.

$23,860-$31,405
BASE PRICE RANGE

68-70 ROAD TEST	↑ ADAS
↑ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: L, LE, S, SE, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (169 hp); 2.0-liter 4 hybrid (196 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **104**
Weight (lb.) **3,320**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **940**
Cargo Volume, cu.ft. **26.0**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **28-41**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↑	❙
Engine, Major		⇈	⇈
Engine, Minor		⇈	❙
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	⇈
Drive System		⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇈	⇈
Electrical		❙	⇈
Climate System		⇈	⇈
Suspension		⇈	↑
Brakes		↑	⇈
Exhaust		⇈	⇈
Paint/Trim		⇈	⇈
Noises/Leaks		↑	⇈
Body Hardware		↑	⇈
Power Equipment		⇈	⇈
In-Car Electronics		⇈	⇊

⇊ ↓ ! ↑ ⇈ WORSE — BETTER | ✓ RECOMMENDED

Toyota Crown ✓

78 OVERALL SCORE

The Crown comes exclusively as a hybrid with all-wheel drive, and passengers sit higher off the ground than in most cars, which makes getting in and out easier. Most versions have a 236-hp, four-cylinder with electric drive paired with an electronic continuously variable transmission, which got 42 mpg overall in our tests. The top Platinum trim, which uses a 340-hp, turbo four-cylinder hybrid paired with a six-speed automatic, delivers a more pleasant driving experience. We found the Crown's ride and handling decent but unremarkable, and some controls, including the gear selector, are fussy. Both the front and rear seats are comfortable, although rear-seat headroom will be tight for taller passengers. Despite its sleek hatchback looks, the Crown features a regular trunk, albeit with a hard-to-find release button.

$40,350-$53,370
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Limited, Platinum, XLE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 hybrid (340 hp); 2.5-liter 4 hybrid (236 hp)

TRANSMISSIONS: 6-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **112**
Weight (lb.) **4,035**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **15.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **42**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			↓
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			!
Electric Motor			⇈
EV Battery			⇈
EV Charging			
Fuel System			⇈
Electrical			⇈
Climate System			⇈
Suspension			!
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			!
Body Hardware			⇈
Power Equipment			⇈
In-Car Electronics			⇈

Toyota GR86 ✓

83 OVERALL SCORE

Toyota's two-door sports car uses a Subaru-sourced 2.4-liter four-cylinder mated to either a six-speed manual or an optional six-speed automatic transmission. The engine delivers more low-end power than before, making the car easier and more satisfying to drive. Handling is superb, thanks to a taut suspension, light weight, and rear-wheel drive, and as a result it's a delight to drive on a twisty road. But the ride is stiff and choppy and the car is very loud, which together make long drives extremely tiring. The snug, low-slung cabin can be challenging to get into and out of, and the rear seat is tiny. The simple controls and infotainment system are super-easy to use, if a bit outdated-looking. For 2024, AEB with pedestrian detection and highway-speed AEB are standard with both transmissions. BSW and RCTW are optional.

$29,900-$32,500
BASE PRICE RANGE

83 ROAD TEST	↑ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: coupe

TRIM LINES: 10th Anniversary SE, Base, Premium

DRIVE WHEELS: Rear

SEATING: 2 front, 2 rear

ENGINES: 2.4-liter 4 (228 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **168**
Width (in.) **70**
Height (in.) **52**
Wheelbase (in.) **101**
Weight (lb.) **2,855**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **700**
Cargo Volume, cu.ft. **6.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Toyota Grand Highlander ✓

80
OVERALL SCORE

The three-row Grand Highlander is longer than the regular Highlander, and offers three powertrains: A 2.4-liter turbo four-cylinder which yields 22 mpg overall, but sounds raspy; a thrifty 2.5-liter hybrid, and a powerful 2.4-liter turbo hybrid. Power from the standard engine is adequate and the ride is comfortable, but handling is short on agility. The Grand Highlander can be configured to hold seven or eight passengers. We found the wide and accommodating front seats comfortable, the second-row bench seat roomy, and the third row much more hospitable to adults than in the regular Highlander. Cargo capacity has also been expanded. Controls are simple, and the standard 12.3-inch touchscreen infotainment system is mostly user-friendly.

$43,320-$58,475
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, Platinum, XLE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.4-liter 4 turbo (265 hp); 2.4-liter 4 hybrid (362 hp); 2.5-liter 4 hybrid (245 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **116**
Weight (lb.) **4,555**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,410**
Cargo Volume, cu.ft. **48.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Toyota Highlander ✓

80 **85**
OVERALL SCORE

The Highlander's recent freshening saw the smooth and punchy V6 get replaced by a 265-hp, 2.4-liter turbo four-cylinder. This new engine packs good midrange oomph but has a grittier engine sound. Fuel economy remains at 22 mpg overall. The hybrid powertrain is unchanged it got an excellent 35 mpg overall in our tests. The ride is comfortable, and handling is sound and secure but mundane. Seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny and not as useful as in some midsized SUV competitors. The Highlander's new infotainment system looks modern, but it's less user-friendly than before.

$39,270-$53,375
BASE PRICE RANGE

82-86 ROAD TEST	⇈ ADAS
↑ RELIABILITY	!-↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Bronze Edition, Hybrid XLE, LE, Limited, Platinum, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.4-liter 4 turbo (265 hp); 2.5-liter 4 hybrid (243 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **76**
Height (in.) **68**
Wheelbase (in.) **112**
Weight (lb.) **4,385**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,390**
Cargo Volume, cu.ft. **40.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **22-35**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	↑
Suspension	⇈	⇈	⇈
Brakes	⇈	↑	↑
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	!	↑	↑
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	⇈	⇈	!

Toyota Land Cruiser

NA
OVERALL SCORE

The redesigned Land Cruiser is smaller, less expensive, and more fuel-efficient than its predecessor, and shares its platform with the redesigned Lexus GX. It is fitted with a four-cylinder turbocharged hybrid powertrain matched to an eight-speed automatic that routes power through a full-time 4WD system. Peak output is 326 hp and 465 lb.-ft. of torque, and maximum tow capacity is 6,000 pounds. The base trim is an homage to the original Land Cruiser, with nostalgic touches such as round headlights, and focuses on off-roading. The midlevel trim steps up the creature comforts; the top First Edition ladles on all the extras, from leather upholstery to a roof rack. The Land Cruiser goes on sale in late summer.

$55,950-$74,950
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 1958, Base, First Edition

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 hybrid (326 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **74**
Height (in.) **73**
Wheelbase (in.) **112**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,000**

FUEL
Regular
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*		
Engine, Major	*		
Engine, Minor	*		
Engine, Cooling	*		
Transmission, Major	*		
Transmission, Minor	*		
Drive System	*		
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		

Toyota Prius ✓

80
OVERALL SCORE

Toyota's complete redesign of the Prius gave it a sleeker look, more power, and sharper handling, yet it retains its superb fuel economy. We measured 51 mpg with the XLE all-wheel-drive version we tested; front-drive models are even more sparing with fuel. The car can propel itself on electric power alone at low speeds in light throttle situations up to about 25 mph. Although it delivers much quicker acceleration than the previous Prius, the gas engine is very noisy when it kicks on. Handling is sharper than before, making the car fairly nimble, but the ride is firmer, especially with the large 19-inch wheels and tires most trims now come with. The low stance, swoopy styling, and raked windshield compromise access, visibility, rear-seat space, and cargo room.

$27,950-$36,365
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: LE, Limited, XLE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 hybrid (194 hp); 2.0-liter 4 hybrid (196 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **70**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **3,310**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **24.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **51**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	↑	⇈
Electric Motor	⇈	⇈	⇈
EV Battery	⇈	⇈	⇈
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	⇈	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	|	↑	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	↑	↑	↑
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	↑	⇈

Toyota Prius Prime ✓

76
OVERALL SCORE

The Prius Prime shares the same low-slung design as the regular Prius, but it adds a larger lithium-ion battery that can be plugged in for an electric-only range between 39 and 44 miles, depending on trim level—impressive for a plug-in hybrid electric vehicle (PHEV). Unlike a pure EV, it also has a 2.0-liter four-cylinder engine. Once the battery is depleted, the Prime operates like a regular hybrid, and it managed 43 mpg with our tested XSE trim—a disappointing 8-mpg drop vs. the regular Prius. It takes about 10 hours to charge the battery on a standard 120-volt outlet, or about 4 hours on a 240-volt EV charger. The Prime is not available with all-wheel drive. In most other ways the Prime is very similar to the regular Prius, with responsive handling, a firm ride, a noisy engine, awkward access, and limited visibility. Its hatchback design adds versatility.

$32,975-$39,670
BASE PRICE RANGE

78
ROAD TEST

⇈
ADAS

↑
RELIABILITY

↑
SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: SE, XSE, XSE Premium

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 plug-in hybrid (220 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **70**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **3,550**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **20.0**
Towing Capacity (lb.) **NR**

FUEL
Electric or regular
CR Overall mpg **43**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	⇈	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor	⇈	⇈	*
EV Battery	⇈	⇈	*
EV Charging	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	!	↑	*
Noises/Leaks	↑	⇈	*
Body Hardware	⇈	!	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇈	⇈	*

Toyota RAV4 ✓

75-78
OVERALL SCORE

The RAV4's 2.5-liter four-cylinder is paired with an eight-speed automatic, together delivering relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels more energetic, with the electric drive producing more immediate and quiet motivation from a standstill, while delivering an impressive 37 mpg overall. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is somewhat stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate knobs, are easy to use. BSW and RCTW are standard on all except the base trim. Recent updates included a new infotainment system.

$28,675-$40,030
BASE PRICE RANGE

73-80
ROAD TEST

↑
ADAS

↑
RELIABILITY

↓-↑
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Adventure, Hybrid XLE, LE, Limited, SE, TRD, Woodland, XLE, XLE Premium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (219 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **3,510**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **27-37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	↑
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↑
Noises/Leaks	↑	↑	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	⇈	⇈	!

⏬ ⬇ ! ⬆ ⏫
WORSE —— BETTER

✓ RECOMMENDED

Toyota RAV4 Prime ✓

89 OVERALL SCORE

The Prime plug-in hybrid electric vehicle (PHEV) transforms the RAV4 into a quick, quiet, comfortable-riding, and more upscale SUV. It bridges the gap between a hybrid and a pure EV. With its electric drive and 2.5-liter four-cylinder engine, the Prime produces a combined 302 hp, which makes for brisk acceleration. The added electric power keeps the gas engine from having to rev high, where it can become noisy. The Prime has an EPA-estimated 42 miles of electric-only driving range, and it got 34 mpg once it reverted to hybrid mode. It takes about 2.5 hours to charge the battery on a 240-volt outlet. It takes around 12 hours to charge using the included charger with a standard 120-volt outlet.

$43,690-$47,560
BASE PRICE RANGE

88 ROAD TEST	⏫ ADAS
⏫ RELIABILITY	⬆ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, XSE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 plug-in hybrid (302 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **4,335**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,500**

FUEL
Electric or regular
CR Overall mpg **34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⬆	⏫	⏫
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	⏫	⏫	⏫
Electric Motor	⏫	⏫	⏫
EV Battery	⏫	⏫	⏫
EV Charging	⏫	⏫	⏫
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	⏫	⏫
Suspension	⏫	⬆	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	⏫	⏫
Noises/Leaks	⏫	⏫	⏫
Body Hardware	⬆	⬆	⏫
Power Equipment	⏫	⏫	⏫
In-Car Electronics	⏫	⏫	⏬

Toyota Sequoia

64 OVERALL SCORE

The Sequoia utilizes a platform shared with the Tundra pickup and Lexus LX. This full-sized, three-row SUV has a smooth and punchy 437-hp, 3.4-liter turbocharged hybrid V6 powertrain paired with a 10-speed automatic that is a delight to use, but got only 18 mpg overall. In most other ways, the new Sequoia feels outdated compared with competitors. For example, it lacks the convenience of an automatic-engaging 4WD mode. It also forgoes the previous model's independent rear suspension, which compromises ride, handling, and third-row seat space. Handling is beyond clumsy, though secure, when pushed to its limits. The ride seems compliant at first but is plagued with too much shudder and jiggle. Towing capacity is stout at over 9,000 pounds. The 14-inch infotainment touchscreen is a long reach away.

$61,275-$81,265
BASE PRICE RANGE

57 ROAD TEST	⏫ ADAS
⬆ RELIABILITY	⬆ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Capstone, Limited, Platinum, SR5, TRD Pro

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.4-liter V6 hybrid (437 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **208**
Width (in.) **80**
Height (in.) **75**
Wheelbase (in.) **122**
Weight (lb.) **6,140**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,360**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **9,520**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*		*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Toyota Sienna ✓

77

OVERALL SCORE

The Sienna minivan comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder. Front-wheel drive is standard, and all-wheel drive is optional. Fuel economy is superb at 36 mpg overall for the FWD model we tested, and the van has a cruising range of over 600 miles. It can glide on electric power at very low speeds, but when more power is needed the gas engine noisily kicks on. The Sienna rides comfortably, but handling is uninspiring and stopping distances are long. The infotainment touchscreen is easy to use, though some controls are a far reach away from the driver. The cavernous interior has ample storage cubbies, numerous USB ports, and second-row sunshades. Hands-free sliding side doors are a nice convenience.

$37,685-$53,905
BASE PRICE RANGE

84 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: minivan

TRIM LINES: LE, Limited, Platinum, Woodland Edition, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.5-liter 4 hybrid (245 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **79**
Height (in.) **69**
Wheelbase (in.) **121**
Weight (lb.) **4,585**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,420**
Cargo Volume, cu.ft. **48.0**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **36**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor	⇈	⇈	⇈
EV Battery	↓	⇈	⇈
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	↓
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	↓	↑	⇊
Body Hardware	↓	⇈	⇊
Power Equipment	↑	↓	!
In-Car Electronics	⇈	↑	⇈

Toyota Supra ✓

84

OVERALL SCORE

This two-seat sports car shares the BMW Z4's platform and many of its components but features a coupe body, rather than a convertible. The base model comes with a 255-hp turbocharged four-cylinder paired with the standard slick-shifting eight-speed automatic. The optional 382-hp six-cylinder can be paired with the automatic or the available six-speed manual. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car is playful and fun to drive, whether on twisty two-lanes or a track. The ride is stiff but tolerable. Getting in and out is a chore, and the styling limits visibility. BMW's infotainment system takes some getting used to but ultimately proves logical. BSW, RCTW, and highway-speed AEB are optional.

$46,440-$65,275
BASE PRICE RANGE

91 ROAD TEST	! ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 2-door hatchback

TRIM LINES: 45th Anniversary, Base, Premium

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **73**
Height (in.) **51**
Wheelbase (in.) **97**
Weight (lb.) **3,385**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **465**
Cargo Volume, cu.ft. **10.0**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⏬ ⬇ ❗ ⬆ ⏫
WORSE — BETTER

✓ RECOMMENDED

Toyota Tacoma

NA
OVERALL SCORE

The redesigned 2024 Tacoma adapts a version of the platform from the full-sized Tundra pickup and Sequoia SUV, and it has an optional hybrid powertrain. Throw in several off-road-focused trim levels, some serious adventure-ready hardware, big screens, and the latest safety features, and the new Tacoma promises to be much more modern. There are two-door extended-cab and four-door crew-cab configurations, 5- and 6-foot beds, and rear- and four-wheel drive. There are several versions of the 2.4-liter turbocharged four-cylinder engine, ranging from 228 to 278 hp, depending on trim and transmission. A 326-hp, 2.4-liter turbocharged four-cylinder hybrid engine is also available. BSW and RCTW are only optional.

$31,500-$52,100
BASE PRICE RANGE

NA ROAD TEST	⬆ ADAS
⬆ RELIABILITY	❗ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: Limited, SR, SR5, Trailhunter, TRD Off-Road, TRD PreRunner, TRD Pro, TRD Sport

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.4L 4 turbo (228 hp); 2.4L 4 turbo (270 hp); 2.4L 4 turbo (278 hp); 2.4L 4 hybrid (326 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **226**
Width (in.) **77**
Height (in.) **74**
Wheelbase (in.) **132**
Weight (lb.) **4,785**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,230**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,500**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⏫	⬆	❗
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⬆	⏫
Drive System	⏫	⏫	⬆
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	⏫	⏫
Suspension	⏫	⏫	⏫
Brakes	⬆	⬆	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	⏫	❗
Noises/Leaks	⏫	❗	⏫
Body Hardware	⏫	⏫	❗
Power Equipment	⏫	❗	⬆
In-Car Electronics	⏫	⏫	⏫

Toyota Tundra

54
OVERALL SCORE

The Tundra has multiple V6 powertrains, coil springs for the rear suspension and delivers a generous towing capacity. Toyota offers two engine choices: The turbocharged V6 is offered in 358- and 389-hp versions, while the turbocharged V6 hybrid puts out 437 hp. All are paired with a smooth-shifting 10-speed automatic. We tested the 389-hp turbo V6 and found it quite punchy, but its fuel economy of 17 mpg overall isn't stellar. The ride is relatively refined, but handling is rather clumsy. The cabin is very roomy and is available with a huge 14-inch infotainment touchscreen. Maximum tow capacity is 12,000 pounds with a stout payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. BSW and RCTW are optional.

$39,965-$78,845
BASE PRICE RANGE

71 ROAD TEST	⬆ ADAS
⬇ RELIABILITY	❗ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: 1794, Capstone, Limited, Platinum, SR, SR5, TRD Pro

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.4-liter V6 turbo (358 hp); 3.4-liter V6 turbo (389 hp); 3.4-liter V6 turbo hybrid (437 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **234**
Width (in.) **80**
Height (in.) **78**
Wheelbase (in.) **146**
Weight (lb.) **5,590**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,365**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,160**

FUEL
Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⬆	⬇	⬇
Engine, Major	⏫	⬆	⬆
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⬆	⏫	⏫
Transmission, Minor	⬆	⏫	⏫
Drive System	⏫	⬆	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⬆	⏫	⏫
Electrical	❗	⏫	⏫
Climate System	⬆	⬆	⏫
Suspension	⏫	⬆	⏫
Brakes	⬆	⏬	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⬆	⏬	⏬
Noises/Leaks	⏫	❗	⏫
Body Hardware	⬆	⏬	⬇
Power Equipment	⬆	⏫	⬆
In-Car Electronics	⏫	❗	⏬

Toyota Venza ✓

79 OVERALL SCORE

While pleasant enough, the Venza's excellent 37 mpg overall is its main selling point. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. The initial electric power makes for a smooth getaway off the line, but when extra power is needed, the electronic continuously variable transmission (eCVT) holds revs at a high level, exacerbating the din from the gas engine. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are cluttered and are very distracting. The high-end Limited trim is available with a dimmable, electrochromic glass roof.

$35,070-$43,215
BASE PRICE RANGE

79 ROAD TEST
⇈ ADAS
↑ RELIABILITY
! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: LE, Limited, Nightshade, XLE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 hybrid (219 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,850**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor	⇈	⇈	⇈
EV Battery	↑	↑	⇈
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	↑	⇈	↑
Body Hardware	↑	!	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	↑	⇈	↑

Volkswagen Atlas

60 OVERALL SCORE

Volkswagen's Atlas is a formidable competitor among three-row SUVs. It drives well, with a surprising punch from the new engine, and the transmission has smooth shifts. The 2024 freshening has seen the V6 engine discontinued in favor of a more poweful version of the 2.0-liter turbocharged four cylinder. While it got an increase in horsepower to 269, its fuel economy of 20 mpg overall is not stellar. The freshening also brings an electronic gear selector and very confusing, distracting controls. The ride is mostly comfortable, and handling is responsive. The cabin is well-finished and accommodating, with a third-row seat that truly fits adults. A unique, effortlessly articulating second row allows a clear access path to the third row.

$37,995-$52,890
BASE PRICE RANGE

78 ROAD TEST
⇈ ADAS
↓ RELIABILITY
↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Peak, Peak Edition, SE, SEL, SEL Premium R-Line, SE Technology

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (269 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **117**
Weight (lb.) **4,670**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,215**
Cargo Volume, cu.ft. **50.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	!	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇊	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	!	↓	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	!	⇈	*
Suspension	⇈	↓	*
Brakes	⇊	↓	*
Exhaust	⇈	⇈	*
Paint/Trim	⇊	⇈	*
Noises/Leaks	⇊	⇈	*
Body Hardware	⇊	⇈	*
Power Equipment	⇊	⇈	*
In-Car Electronics	⇊	⇊	*

Volkswagen Atlas Cross Sport

53 OVERALL SCORE

For 2024 Volkswagen has freshened the five-passenger Atlas Cross Sport, dropping the V6 engine in the process. The 2.0-liter turbocharged four-cylinder is now the sole engine choice, and has received a bump in power up to 269 hp. However, we got only 20 mpg overall in our test of the freshened Atlas, which is not so great. The freshening also brings an electronic gear selector and very confusing, distracting controls. The Cross Sport drives well unless you get the 21-inch wheels and tires that degrade ride comfort. Otherwise, the ride is decent and handling is responsive. The cabin is quiet, well-finished, and accommodating, with a very roomy second row seat.

$36,985-$51,880
BASE PRICE RANGE

71 ROAD TEST

⌃⌃ ADAS

⌄ RELIABILITY

! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, SEL, SEL Premium R-Line, SEL R-Line, SE Technology

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (269 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **78**
Height (in.) **68**
Wheelbase (in.) **117**
Weight (lb.) **4,425**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,090**
Cargo Volume, cu.ft. **37.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Volkswagen Golf GTI

61 OVERALL SCORE

The latest generation of the Golf GTI brings sharpened handling, more power, and a new infotainment system. Now available only as a four-door, the GTI's 241-hp, 2.0-liter turbo-four pulls strongly with immediate throttle response, whether you get the six-speed manual or the dual-clutch automatic. There are driving thrills aplenty, thanks to its sharp steering, slick shifter, and invigorating engine and exhaust sounds. The cabin is well finished, and most versions come with plaid upholstery an ode to the original Rabbit GTI from the '80s. Unfortunately, VW has replaced its formerly user-friendly controls with a very distracting infotainment system and an odd location of some controls. The all-wheel-drive Golf R has more power and cornering capability.

$31,965-$40,825
BASE PRICE RANGE

85 ROAD TEST

⌃⌃ ADAS

⌄ RELIABILITY

⌄⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: Autobahn, S, SE

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp)

TRANSMISSIONS: 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **167**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **104**
Weight (lb.) **3,205**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **915**
Cargo Volume, cu.ft. **24.0**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Volkswagen ID.4

56 OVERALL SCORE

The ID.4 EV is roomy and nicely finished inside. The standard rear-wheel-drive version has an EPA-estimated driving range between 209 and 275 miles, depending on the selected battery size, but acceleration feels tepid. The more powerful all-wheel-drive version uses two electric motors, and we got 253 miles for our 70 mph highway range. We found that this version had quick acceleration, a comfortable ride, and a quiet cabin, except for the annoying pedestrian-warning sounds at low speeds. The ID.4 has responsive handling, but it isn't sporty to drive. The rear seat is generous, as is cargo capacity. Unfortunately, the controls are very unintuitive and the slow-responding infotainment system is distracting. The car can take up to 170 kilowatts at DC fast-charging locations.

$38,995-$55,495
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Pro, Pro S, Pro S Plus, S, Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (282 hp); Electric (330 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **4,905**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **31.0**
Towing Capacity (lb.) **2,700**

FUEL
Electric
Range, miles **253**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↑	⇊
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	↓	⇈	⇈
Electric Motor	!	↑	↓
EV Battery	!	⇈	↓
EV Charging	⇊	⇈	↓
Fuel System			
Electrical			
Climate System	↑	⇈	↑
Suspension	⇈	⇈	⇈
Brakes	!	⇈	⇈
Exhaust			
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	!	!	⇊
Body Hardware	⇈	⇈	↓
Power Equipment	⇊	⇈	↑
In-Car Electronics	⇊	!	⇊

Volkswagen Jetta

55 OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. A 1.5-liter turbocharged four-cylinder engine coupled to an eight-speed automatic is shared with the Taos SUV. Fuel economy was excellent at 34 mpg overall when we tested it with the previous 1.4-liter turbo. The ride is absorbent but can be too tender over sharp bumps. Handling is competent yet dull. The cabin is quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. BSW and RCTW are optional. A sporty GLI version, which shares components with the previous-generation Volkswagen GTI, is also available.

$21,435-$28,825
BASE PRICE RANGE

81 ROAD TEST	↑ ADAS
↓ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: GLI, S, SE, SEL, Sport

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (158 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **106**
Weight (lb.) **3,065**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **16.0**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	*	*
Engine, Major	⇈	*	*
Engine, Minor	⇈	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇊	*	*
Transmission, Minor	⇈	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	*
Electrical	⇊	*	*
Climate System	⇊	*	*
Suspension	⇈	*	*
Brakes	⇊	*	*
Exhaust	⇈	*	*
Paint/Trim	⇈	*	*
Noises/Leaks	↓	*	*
Body Hardware	⇈	*	*
Power Equipment	⇊	*	*
In-Car Electronics	⇊	*	*

⇊ ↓ ❙ ↑ ⇈
WORSE — BETTER

✓
RECOMMENDED

Volkswagen Taos

47
OVERALL SCORE

The Taos small SUV slots beneath the Tiguan. The 1.5-liter turbocharged four-cylinder engine, coupled with a dual-clutch automatic on all-wheel-drive versions, delivers uneven acceleration. A huge initial delay is followed by a burst of power, which makes it hard to drive smoothly. Front-wheel-drive versions get a conventional eight-speed automatic transmission and drive more smoothly. Handling is nimble, and the firm ride absorbs most road irregularities. Shorter than the Tiguan, the Taos still has an enormous rear seat, but cargo space is smaller. Outward visibility is unobstructed. Upscale amenities, such as a digital instrument cluster and a panoramic sunroof, are available. BSW and RCTW are optional.

$23,995-$33,515
BASE PRICE RANGE

75 ROAD TEST	↑ ADAS
⇊ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: S, SE, SEL
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (158 hp)
TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **3,530**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **31.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		⇊	*
Engine, Major		⇊	*
Engine, Minor		↓	*
Engine, Cooling		⇈	*
Transmission, Major		↑	*
Transmission, Minor		⇊	*
Drive System		⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇊	*
Electrical		⇊	*
Climate System		↑	*
Suspension		⇈	*
Brakes		⇊	*
Exhaust		⇈	*
Paint/Trim		⇈	*
Noises/Leaks		⇊	*
Body Hardware		❙	*
Power Equipment		⇊	*
In-Car Electronics		⇊	*

Volkswagen Tiguan

63
OVERALL SCORE

The Tiguan is one of the largest models in the small-SUV segment. That length allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg overall on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a little engine noise when revved. Recent updates included a new infotainment system. BSW and RCTW are optional.

$28,880-$38,880
BASE PRICE RANGE

84 ROAD TEST	↑ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: S, SE, SEL R-Line, SE R-Line Black
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.0-liter 4 turbo (184 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **72**
Height (in.) **66**
Wheelbase (in.) **110**
Weight (lb.) **3,860**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,215**
Cargo Volume, cu.ft. **33.0**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	↓	⇈	⇈
Engine, Minor	⇈	❙	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	↑	⇈
Transmission, Minor	⇈	❙	⇈
Drive System	⇈	↑	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	↑	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇊
Suspension	⇊	⇈	⇈
Brakes	↓	⇈	⇈
Exhaust	⇈	↑	↓
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	❙	⇈	⇈
Body Hardware	↓	⇈	↓
Power Equipment	⇈	↓	⇈
In-Car Electronics	↑	⇊	❙

Volvo C40

NA
OVERALL SCORE

Based on the electric XC40 Recharge, the C40 Recharge essentially trades some SUV functionality for a more coupelike roofline. It has a dual-motor, 402-hp setup that gives it all-wheel-drive capability. A rear-wheel-drive version is new for 2024. AWD versions have a 78-kilowatt-hour battery, which yields an EPA-estimated range of 257 miles. The electric powertrain is similar to the one we tested in the related Polestar 2 and provides quick acceleration. We found the XC40 to have a stiff ride and unintuitive controls. Because it's an EV, we expect the C40 to be quicker and quieter than the XC40. Volvo's available active driving assistance system combines adaptive cruise control and steering assistance.

$53,600-$60,550
BASE PRICE RANGE

NA ROAD TEST
⏫ ADAS
NA RELIABILITY
NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Core, Plus, Ultimate
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (248 hp); Electric (402 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **175**
Width (in.) **75**
Height (in.) **63**
Wheelbase (in.) **106**
Weight (lb.) **4,700**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **2,000**

FUEL
Electric
Range, miles **257 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Volvo EX30

NA
OVERALL SCORE

Volvo adds the all-new, all-electric EX30 as a relatively inexpensive EV priced below $40,000. It is slightly shorter than the similarly priced Hyundai Kona Electric or Kia Niro EV. The rear-wheel-drive version has an estimated range of up to 275 miles (265 miles for the all-wheel-drive version). The design is minimalist, with a single center-mounted touchscreen housing the speedometer, climate control interface, and infotainment. The interior is chock-full of recycled and natural materials. Safety features include a warning if occupants are about to open a door in the path of an oncoming cyclist. The EX30 will initially be built in China, which means it won't qualify for federal tax credits.

$34,950-$46,600
BASE PRICE RANGE

NA ROAD TEST
⏫ ADAS
NA RELIABILITY
NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Core, Plus, Ultra
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (268 hp); Electric (422 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **167**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **NA**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **2,000**

FUEL
Electric
Range, miles **265 E**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Volvo S60 ✓

70 OVERALL SCORE

The S60 sedan is quiet, and boasts an uncluttered and elegant interior with comfortable seats. It comes with front- or all-wheel drive. The turbo four-cylinder engine employs mild-hybrid technology that facilitates accessory usage and smooths out the engine's stop/start feature. We measured 26 mpg overall when we tested the previous T5 engine. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. The S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes-off-the-road time. The V60 Cross Country is a raised wagon version, and the V60 Recharge is a 455-hp plug-in hybrid wagon with an estimated 41-mile all-electric driving range before transitioning to regular hybrid operation. It is very quick and transitions between electric and gas power are barely noticeable.

$42,450-$58,550
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Core, Plus, Recharge, Ultimate

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 plugin hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,740**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **12.0**
Towing Capacity (lb.) **2,000**

FUEL
Electric or Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	*	*
Engine, Major	⇈	*	*
Engine, Minor	⇈	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	⇈	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	*
Electrical	⇈	*	*
Climate System	⇈	*	*
Suspension	⇈	*	*
Brakes	!	*	*
Exhaust	⇈	*	*
Paint/Trim	⇈	*	*
Noises/Leaks	⇈	*	*
Body Hardware	⇈	*	*
Power Equipment	⇊	*	*
In-Car Electronics	⇈	*	*

Volvo S90

58 OVERALL SCORE

Though the S90 is ornate inside, it falls short of the refinement expected of a midsized luxury sedan, mostly because of the car's too-stiff ride. The standard engine is a 295-hp, turbocharged four-cylinder with a mild-hybrid setup. All-wheel drive is standard. A plug-in hybrid version has an estimated 38-mile all-electric cruising range. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touchscreen proves to be frustrating to use. The V90 Cross Country is a wagon version of the S90. Volvo's standard active driving assistance system combines steering assistance and adaptive cruise control to ease highway driving.

$58,300-$71,200
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Plus, Recharge, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (295 hp); 2.0-liter 4 plugin hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **75**
Height (in.) **57**
Wheelbase (in.) **121**
Weight (lb.) **4,085**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **14.0**
Towing Capacity (lb.) **3,500**

FUEL
Electric or Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Volvo XC40

63 OVERALL SCORE

The XC40 competes in the entry-level luxury SUV class. Gas-powered models come with standard all-wheel drive and a 247-hp turbo four-cylinder that packs a decent punch. The ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. An all-electric version called Recharge, which is rated for between 254 and 293 miles of range, is also available. Volvo's optional active driving assistance system combines adaptive cruise control and steering assistance.

$40,500-$60,550
BASE PRICE RANGE

70 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Recharge, Ultimate

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (248 hp); Electric (402 hp); 2.0-liter 4 turbo (247 hp)

TRANSMISSIONS: 8-speed automatic; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **3,785**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **3,500**

FUEL
Electric or Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	!
Engine, Major	⇈	!	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	!
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	!
Exhaust	⇈	⇈	⇈
Paint/Trim	↓	⇈	⇈
Noises/Leaks	⇈	!	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	!	!
In-Car Electronics	↓	!	⇊

Volvo XC60

60 OVERALL SCORE

Volvo's XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and a stiff ride. Handling is fairly agile and quite secure. The standard 2.0-liter turbocharged four-cylinder engine, known as the B5, is responsive, but the eight-speed automatic shows an occasional bumpy shift at low speeds. We measured 23 mpg overall on premium fuel. The XC60 Recharge is a plug-in hybrid that's very quick. It has an EPA-estimated 35 miles of all-electric cruising. After that it switches over to hybrid mode, where it got 28 mpg overall in our tests. The cabin benefits from supremely comfortable seats, a relatively roomy rear seat, and a nicely finished cargo hold.

$48,395-$76,745
BASE PRICE RANGE

77 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Polestar, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 plugin hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **79**
Height (in.) **65**
Wheelbase (in.) **113**
Weight (lb.) **4,150**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **34.0**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	⇈	!	⇈
Engine, Minor	⇈	!	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	!	⇈
Climate System	⇈	!	⇊
Suspension	⇈	⇈	⇈
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	!
Noises/Leaks	⇊	⇊	!
Body Hardware	!	⇈	⇈
Power Equipment	↓	⇊	⇊
In-Car Electronics	!	⇊	⇊

⇊ ↓ | ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

Volvo XC60 PHEV

56 OVERALL SCORE

The XC60 plug-in hybrid electric vehicle (PHEV), badged "Recharge," is an elegant five-passenger luxury SUV with a well-finished interior. It has an EPA-estimated 35 miles of electric-only range, after which it transitions to regular hybrid operation, where it got commendable 28 mpg in our tests. It takes five hours to charge the 18.8-kWh battery on a 240-volt charger, or 17 hours from a household 120-volt outlet. Thanks to an inspiring 455 hp, the SUV has extremely quick acceleration, and drivers will barely notice the transitions between electric and gas power. Handling is taut and responsive but, like the rest of the XC60 line, it suffers from convoluted controls and a stiff ride. Elevated road noise makes for a louder cabin than you'd expect at this price. The cabin benefits from comfortable and supportive seats, a stylish interior, and a nicely finished cargo hold.

$59,395-$76,745
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Polestar Engineered, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo plug-in hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **79**
Height (in.) **65**
Wheelbase (in.) **113**
Weight (lb.) **4,725**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **34.0**
Towing Capacity (lb.) **3,500**

FUEL
Electric or premium
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	⇊	⇊
Engine, Major	*	⇈	⇈
Engine, Minor	*	⇈	⇈
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	⇈	⇈
Transmission, Minor	*	⇈	⇈
Drive System	*	⇈	⇈
Electric Motor	*	⇈	⇈
EV Battery	*	⇊	⇊
EV Charging	*	⇊	⇈
Fuel System	*	⇈	⇈
Electrical	*	⇈	|
Climate System	*	⇊	⇊
Suspension	*	⇈	⇈
Brakes	*	⇈	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	⇈	⇈
Noises/Leaks	*	⇊	⇈
Body Hardware	*	⇈	⇈
Power Equipment	*	⇊	⇊
In-Car Electronics	*	⇊	⇊

Volvo XC90

66 OVERALL SCORE

This nicely appointed three-row SUV suffers from a bumpy ride and baffling controls. The base B5 uses a 247-hp, 2.0-liter turbo four-cylinder. Our tested B6, with its more powerful 295-hp engine, delivered decent punch but returned a so-so 20 mpg overall. A plug-in hybrid version is also available, with a 32-mile all-electric range. The eight-speed automatic shifts smoothly most of the time. Handling is responsive and secure, but the ride is stiff. The cabin is quiet, but the raspy-sounding engine is unbefitting a luxury SUV. The interior is uncluttered and modern, with supercomfortable seats, though the third row is tight. Most functions are controlled through the touchscreen, but common tasks take too many steps to complete.

$56,600-$80,100
BASE PRICE RANGE

80 ROAD TEST	⇈ ADAS
↓ RELIABILITY	| SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Recharge, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (295 hp); 2.0-liter 4 plugin hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **84**
Height (in.) **70**
Wheelbase (in.) **118**
Weight (lb.) **4,595**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,210**
Cargo Volume, cu.ft. **35.0**
Towing Capacity (lb.) **5,000**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

ROAD-TEST HIGHLIGHTS

WE CONDUCT MORE than 50 objective tests and subjective evaluations on every vehicle we purchase. These charts list the results from our testing. The information allows you to easily compare models. Here's an explanation of the criteria that appear in the charts:

- **Make + Model** specifies the make, model, and trim version of the vehicle Consumer Reports bought and tested. We often test multiple versions of the same model, and each can yield different results depending on the trim and equipment level, body style, and powertrain type.
- **Trans.** indicates the transmission type and number of speeds. "Auto" is automatic; "CVT," continuously variable transmission; "Man," manual; "Seq," sequential; and "1-spd. dir.," one-speed direct drive.
- **HP** is the horsepower of the engine or motor tested.
- **Engine** notes displacement, number of cylinders, and configuration we tested, or if the vehicle is electric.
- **CR's Fuel Economy** includes the tested Overall miles per gallon based on a realistic mix of highway and city driving. The figures for City and Highway driving are listed separately.
- **Acceleration** is based on how a vehicle performs in several tests. The 0-30 mph and 0-60 mph tests are conducted from a standstill with the engine idling; the figures indicate the number of seconds needed to reach those speeds. The ¼-mile test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling when it reached that distance.
- **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.
- **Performance** includes our emergency-handling and turning-circle tests. AM speed is the speed at which the vehicle successfully negotiated our avoidance-maneuver test course, which simulates swerving quickly, with a left-right-left steering sequence, to avoid an obstacle without losing control. The faster the speed, the better.
- **Turning circle** is the bumper clearance needed, in feet, to complete a U-turn.

For more information on the vehicles we have tested and to continue your research, go to CR.org. Consumer Reports members have access to all of our test results, detailed reliability and owner satisfaction ratings, and expert reviews.

INSIDE CR'S LABS

Part of our 327-acre test facility includes dry and wet braking lanes, for measuring stopping distances.

PHOTOS: JOHN POWERS/CONSUMER REPORTS

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Acura Integra A-Spec	CVT	200	1.5-liter 4 turbo	31	21	42	3.5	7.7	16.0 @ 94	129	137	57.0	40
Acura MDX Tech	auto 10	290	3.5-liter V6	20	13	27	3.0	7.4	15.8 @ 92	139	139	53.5	42
Acura RDX Tech	auto 10	272	2.0-liter 4 turbo	22	15	30	3.0	7.0	15.5 @ 95	127	129	52.0	40
Acura TLX Tech	auto 10	272	2.0-liter 4 turbo	23	15	34	2.9	6.5	15.1 @ 98	136	148	54.0	42
Alfa Romeo Giulia Ti	auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2 @ 99	136	147	53.0	39
Alfa Romeo Stelvio Ti	auto 8	280	2.0-liter 4 turbo	24	17	32	3.1	7.0	15.5 @ 96	132	138	52.5	40
Alfa Romeo Tonale Ti PHEV	auto 6	285	1.3-liter 4 turbo + electric	29	21	36	2.8	6.3	14.9 @ 97	131	144	53.5	39
Audi A3 Premium Plus	seq 7	201	2.0-liter 4 turbo	31	20	44	2.6	6.8	15.2 @ 95	120	129	55.5	38
Audi A4 Premium Plus	seq 7	261	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A6 Premium Plus	seq 7	261	2.0-liter 4 turbo	26	17	39	2.8	6.8	15.3 @ 96	129	137	55.5	38
Audi A8 55 TFSI	auto 8	335	3.0-liter V6 turbo	21	13	33	2.4	6.1	14.5 @ 101	133	142	53.5	43
Audi Q3 Premium Plus	auto 8	228	2.0-liter 4 turbo	23	15	33	3.2	7.8	16.1 @ 91	126	135	52.5	40
Audi Q4 E-Tron Premium Plus	1-spd. dir.	295	electric	93**	97**	87**	2.5	5.9	14.5 @ 98	133	134	52.5	39
Audi Q5 Premium Plus	seq 7	248	2.0-liter 4 turbo	24	17	34	2.7	6.8	15.4 @ 94	130	144	52.5	40
Audi Q7 Premium Plus	auto 8	335	3.0-liter V6 turbo	20	13	28	3.0	7.0	15.4 @ 97	133	141	50.5	43
Audi Q8 E-Tron Premium Plus	1-spd. dir.	402	electric	81**	80**	83**	2.9	6.3	14.8 @ 99	131	134	49.5	42
BMW 230i	auto 8	255	2.0-liter 4 turbo	31	21	45	2.8	6.4	14.8 @ 101	128	139	56.0	38
BMW 2 Series Gran Coupe 228i xDrive	auto 8	228	2.0-liter 4 turbo	27	17	45	3.2	7.2	15.6 @ 96	132	143	51.0	39
BMW 330e xDrive PHEV	auto 8	288	2.0-liter 4 turbo + electric	28	19	39	2.1	5.8	14.3 @ 100	127	145	54.5	41
BMW 330i xDrive	auto 8	255	2.0-liter 4 turbo	29	19	44	2.6	6.4	14.8 @ 99	129	135	54.0	41
BMW X1 xDrive28i	seq 7	241	2.0-liter 4 turbo	28	19	41	3.2	7.1	15.5 @ 97	124	136	54.0	40
BMW X3 xDrive30i	auto 8	248	2.0-liter 4 turbo	24	16	36	3.1	7.7	16.0 @ 92	128	138	50.5	41
BMW X5 xDrive40i	auto 8	375	3.0-liter 6 turbo	23	15	33	2.4	6.0	14.5 @ 100	129	142	52.0	42
BMW X5 xDrive50e PHEV	auto 8	483	3.0-liter 6 turbo + electric	21	14	28	1.9	4.4	13.0 @ 109	126	144	53.5	43
BMW X7 xDrive40i	auto 8	335	3.0-liter 6 turbo	22	14	32	2.6	6.5	15.0 @ 97	136	141	52.5	44
BMW Z4 sDrive 30i	auto 8	255	2.0-liter 4 turbo	29	20	40	2.7	6.1	14.6 @ 101	111	122	56.0	37
BMW i4 M50	1-spd. dir.	536	electric	96**	94**	98**	1.6	3.5	11.9 @ 119	129	140	55.5	41
BMW iX xDrive50	1-spd. dir.	516	electric	86**	86**	87**	2.0	4.3	12.7 @ 114	127	138	53.5	40
Buick Enclave Premium	auto 9	310	3.6-liter V6	18	12	26	3.1	7.4	15.8 @ 92	130	141	53.5	41
Buick Encore GX Preferred	auto 9	155	1.3-liter 3 turbo	26	18	33	3.4	9.4	17.3 @ 82	126	138	54.5	38
Buick Envision Essence	auto 9	228	2.0-liter 4 turbo	23	15	33	3.1	7.5	15.9 @ 92	127	134	55.0	39
Buick Envista	auto 6	137	1.2-liter 3 turbo	29	21	39	3.3	9.0	17.0 @ 84	127	141	58.5	39
Cadillac CT4 Premium Luxury	auto 8	237	2.0-liter 4 turbo	25	16	38	2.9	7.4	15.7 @ 93	129	138	55.0	39
Cadillac CT5 Premium Luxury	auto 10	237	2.0-liter 4 turbo	24	15	36	3.0	7.7	15.9 @ 92	127	137	54.0	42
Cadillac Escalade Premium Luxury	auto 10	420	6.2-liter V8	16	10	23	2.4	6.5	15.0 @ 96	136	145	48.5	41
Cadillac XT4 Premium Luxury	auto 9	237	2.0-liter 4 turbo	23	16	31	3.0	7.6	15.9 @ 91	128	141	55.0	39
Cadillac XT5 Premium Luxury	auto 9	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XT6 Premium Luxury	auto 9	310	3.6-liter V6	18	12	26	3.0	7.1	15.6 @ 93	134	137	51.0	41
Chevrolet Blazer LT	auto 9	308	3.6-liter V6	19	13	27	2.7	6.4	15.0 @ 96	130	139	54.5	40
Chevrolet Camaro SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Corvette 2LT	seq 8	495	6.2-liter V8	19	12	29	1.5	3.4	11.8 @ 119	113	124	58.5	38
Chevrolet Equinox LT	auto 6	175	1.5-liter 4 turbo	25	17	34	3.7	9.6	17.5 @ 82	132	145	53.0	39
Chevrolet Malibu LT	CVT	163	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Silverado 1500 LT	auto 10	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	51
Chevrolet Silverado 1500 LT	auto 8	305	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2 @ 88	144	163	47.0	51
Chevrolet Suburban Premier	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8 @ 92	145	150	49.0	45
Chevrolet Tahoe LT	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0 @ 91	145	153	49.0	41
Chevrolet Trailblazer LT	auto 9	155	1.3-liter 3 turbo	27	19	37	3.6	9.5	17.5 @ 82	133	135	54.0	36
Chevrolet Trax LT	auto 6	137	1.2-liter 3 turbo	31	22	41	3.5	9.5	17.4 @ 82	131	138	55.0	37
Chrysler Pacifica Touring L	auto 9	260	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41

**Miles-per-gallon equivalent (MPGe).

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Chrysler Pacifica PHEV Select	CVT	248	3.6-liter V6 hybrid + electric	27	21	32	3.8	8.3	16.5 @ 91	145	145	48.5	41
Dodge Durango GT	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Dodge Hornet GT	auto 9	268	2.0-liter 4 turbo	23	15	35	2.8	6.4	15.1 @ 96	132	140	55.0	39
Dodge Hornet R/T Plus PHEV	auto 6	285	1.3-liter 4 turbo + electric	29	21	36	2.8	6.3	14.9 @ 97	131	144	53.5	39
Ford Bronco Outer Banks	auto 10	315	2.7-liter V6 turbo	18	13	24	3.1	7.0	15.6 @ 93	149	168	51.5	37
Ford Bronco Sport Outer Banks	auto 8	181	1.5-liter 3 turbo	25	17	35	3.3	8.9	16.9 @ 85	126	135	53.5	39
Ford Edge SEL	auto 8	250	2.0-liter 4 turbo	22	15	31	2.9	7.7	16.0 @ 89	129	137	52.0	41
Ford Escape Active	auto 8	181	1.5-liter 3 turbo	26	17	37	3.3	8.9	16.9 @ 85	128	137	53.0	39
Ford Escape Hybrid ST-Line Select	CVT	200	2.5-liter 4 hybrid	34	30	38	3.5	8.3	16.5 @ 90	128	135	51.0	39
Ford Escape PHEV	CVT	221	2.5-liter 4 hybrid + electric	37	32	40	3.5	8.2	16.4 @ 91	133	150	54.5	41
Ford Expedition MAX Limited	auto 10	375	3.5-liter V6 turbo	16	11	23	2.7	7.3	15.7 @ 92	143	157	46.5	45
Ford Explorer XLT	auto 10	300	2.3-liter 4 turbo	21	14	29	3.1	7.4	16.0 @ 89	136	139	51.5	40
Ford F-150 XLT	auto 10	325	2.7-liter V6 turbo	19	13	26	2.9	6.7	15.2 @ 96	143	148	47.5	49
Ford F-150 Hybrid Lariat	auto 10	430	3.5-liter V6 turbo + hybrid	20	15	24	2.6	6.3	14.7 @ 100	141	143	48.0	49
Ford F-150 Lightning Lariat	1-spd. dir.	580	electric	70**	78**	63**	1.9	4.3	13.0 @ 104	144	153	49.0	50
Ford Maverick XLT	auto 8	250	2.0-liter 4 turbo	23	16	32	2.8	7.1	15.4 @ 94	127	139	52.5	41
Ford Maverick Hybrid Lariat	CVT	191	2.5-liter 4 hybrid	37	33	39	3.4	8.3	16.5 @ 89	129	145	51.5	41
Ford Mustang Mach-E Premium	1-spd. dir.	290	electric	92**	97**	85**	2.3	5.3	13.9 @ 101	136	142	52.0	39
Ford Mustang GT	man 6	480	5.0-liter V8	20	13	30	2.2	4.6	12.9 @ 114	129	144	56.0	39
GMC Sierra 1500 SLE	auto 8	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	51
GMC Sierra 1500 SLT	auto 10	305	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2 @ 88	144	163	47.0	51
GMC Yukon SLT	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0 @ 91	145	153	49.0	41
GMC Yukon XL SLT	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8 @ 92	145	150	49.0	45
Genesis Electrified GV70 Advanced	1-spd. dir.	429	electric	91**	98**	83**	2.0	4.5	13.1 @ 109	133	147	53.0	39
Genesis G70 Sport Prestige	auto 8	300	2.5-liter 4 turbo	23	15	32	3.3	7.8	16.1 @ 91	137	146	56.5	38
Genesis G80 Advanced	auto 8	300	2.5-liter 4 turbo	24	16	34	2.9	6.8	15.2 @ 98	128	134	55.5	40
Genesis GV60 Advanced	1-spd. dir.	314	electric	99**	110**	88**	2.1	5.1	13.9 @ 101	131	144	54.5	41
Genesis GV70 Advanced	auto 8	300	2.5-liter 4 turbo	24	16	34	3.2	7.5	15.8 @ 95	135	143	54.5	39
Genesis GV80 Advanced	auto 8	375	3.5-liter V6 turbo	18	12	25	2.4	6.0	14.5 @ 100	129	139	51.5	41
Honda Accord EX	CVT	192	1.5-liter 4 turbo	32	21	46	3.4	8.0	16.3 @ 91	133	147	55.5	39
Honda Accord Hybrid Sport	CVT	204	2.0-liter 4 hybrid	40	34	45	3.1	8.0	16.4 @ 87	128	137	56.5	39
Honda CR-V EX	CVT	190	1.5-liter 4 turbo	26	19	33	3.7	8.8	17.0 @ 86	129	145	54.0	39
Honda CR-V Hybrid Sport	CVT	204	2.0-liter 4 hybrid	35	31	38	3.3	8.4	16.7 @ 84	133	147	54.5	39
Honda Civic Si	man 6	200	1.5-liter 4 turbo	32	21	44	3.0	7.3	15.4 @ 95	134	147	57.5	40
Honda Civic Sport	CVT	158	2.0-liter 4	33	23	44	4.1	9.7	17.6 @ 86	129	137	56.5	40
Honda HR-V Sport	CVT	158	2.0-liter 4	27	19	37	4.7	11.1	18.6 @ 81	130	148	54.0	39
Honda Odyssey EX-L	auto 10	280	3.5-liter V6	22	14	33	3.4	8.1	16.4 @ 89	136	152	50.0	41
Honda Passport EX-L	auto 9	280	3.5-liter V6	21	14	28	2.5	6.4	15.0 @ 95	135	143	53.5	40
Honda Pilot Touring	auto 10	285	3.5-liter V6	21	14	29	3.0	7.7	16.1 @ 90	129	140	51.5	39
Honda Ridgeline RTL	auto 9	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
Hyundai Elantra SEL	CVT	147	2.0-liter 4	33	21	49	3.3	7.9	16.2 @ 90	128	139	55.5	37
Hyundai Elantra Hybrid Blue	seq 6	139	1.6-liter 4 hybrid	48	40	55	3.2	8.7	16.8 @ 85	127	131	54.0	37
Hyundai Kona SEL	CVT	147	2.0-liter 4	26	18	36	3.8	9.8	17.6 @ 82	127	141	54.5	36
Hyundai Ioniq 5 SEL	1-spd. dir.	320	electric	98**	110**	97**	1.9	4.7	13.5 @ 102	131	144	53.0	41
Hyundai Ioniq 6 SEL	1-spd. dir.	320	electric	103**	111**	94**	1.8	4.6	13.3 @ 104	130	145	55.5	40
Hyundai Palisade SEL	auto 8	291	3.8-liter V6	21	15	29	2.6	7.1	15.4 @ 94	132	137	52.5	40
Hyundai Santa Cruz SEL Premium	seq 8	281	2.5-liter 4 turbo	24	16	34	2.6	6.6	15.0 @ 98	132	149	51.5	41
Hyundai Sonata SEL	auto 8	191	2.5-liter 4	31	20	46	2.9	7.5	15.8 @ 93	127	138	56.0	37

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Hyundai Sonata Hybrid SE	auto 6	193	2.0-liter 4 hybrid	44	36	51	3.0	8.0	16.1 @ 90	135	142	54.0	37
Hyundai Tucson SEL	auto 8	187	2.5-liter 4	26	18	35	3.3	9.6	17.2 @ 84	130	131	53.0	40
Hyundai Tucson Hybrid SEL	auto 6	226	1.6-liter 4 turbo + hybrid	35	29	40	2.9	7.7	15.9 @ 90	132	135	53.0	40
Hyundai Tucson PHEV SEL	auto 6	261	1.6-liter 4 turbo + electric	31	27	34	2.7	7.4	15.6 @ 93	130	146	55.0	40
Hyundai Venue SEL	CVT	121	1.6-liter 4	32	23	41	3.4	8.9	17.0 @ 83	125	138	55.5	34
Infiniti Q50 Luxe	auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti QX50 Luxe	CVT	268	2.0-liter 4 turbo	22	15	29	3.1	7.2	15.6 @ 94	129	130	55.5	38
Infiniti QX60 Luxe	auto 9	295	3.5-liter V6	21	14	28	2.6	6.7	15.2 @ 93	138	150	52.5	40
Infiniti QX80 Luxe	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	47.0	44
Jaguar E-Pace SE	auto 9	246	2.0-liter 4 turbo	21	15	29	3.1	7.9	16.3 @ 87	129	131	54.0	39
Jaguar F-Pace R-Dynamic S	auto 8	395	3.0-liter 6 turbo	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
Jaguar I-Pace HSE	1-spd. dir.	394	electric	85**	82**	89**	2.0	4.3	13.0 @ 108	136	142	52.0	40
Jeep Gladiator Sport	auto 8	285	3.6-liter V6	18	13	23	2.8	7.8	16.1 @ 88	135	144	49.5	46
Jeep Grand Cherokee 4xe PHEV	auto 8	375	2.0-liter 4 turbo + electric	21	15	27	2.6	6.1	14.6 @ 101	142	157	51.0	40
Jeep Grand Cherokee Limited	auto 8	293	3.6-liter V6	20	14	28	2.6	7.8	16.0 @ 87	138	145	51.5	40
Jeep Grand Cherokee L Limited	auto 8	290	3.6-liter V6	19	13	28	3.0	8.8	16.7 @ 85	141	150	50.5	40
Jeep Wrangler Sahara	auto 8	285	3.6-liter V6	18	13	24	2.7	7.3	15.6 @ 90	144	163	49.0	42
Kia Carnival EX	auto 8	290	3.5-liter V6	21	13	32	3.4	8.4	16.5 @ 90	129	134	52.0	39
Kia EV6 Wind	1-spd. dir.	320	electric	109**	120**	98**	1.8	4.7	13.4 @ 102	126	136	54.5	40
Kia Forte LXS	CVT	147	2.0-liter 4	34	22	49	3.6	8.3	16.7 @ 88	131	142	53.0	36
Kia K5 LXS	auto 8	180	1.6-liter 4 turbo	32	20	52	3.1	7.7	16.0 @ 92	130	140	53.5	37
Kia Niro EX	seq 6	139	1.6-liter 4 hybrid	45	41	48	3.3	8.9	16.9 @ 84	133	144	55.0	37
Kia Niro PHEV EX	seq 6	180	1.6-liter 4 hybrid + electric	47	38	54	2.9	7.4	15.8 @ 91	136	152	54.0	36
Kia Niro EV Wind	1-spd. dir.	201	electric	113**	126**	101**	3.2	7.1	15.6 @ 93	128	143	56.5	36
Kia Seltos S	CVT	146	2.0-liter 4	28	20	35	3.6	9.0	17.1 @ 84	128	133	55.0	36
Kia Sorento EX	seq 8	281	2.5-liter 4 turbo	25	17	34	2.6	6.5	14.9 @ 99	133	143	52.5	39
Kia Sorento Hybrid EX	auto 6	227	1.6-liter 4 turbo + hybrid	28	22	34	3.0	8.1	16.3 @ 88	132	148	53.0	39
Kia Soul EX	CVT	147	2.0-liter 4	28	21	35	3.5	8.8	16.9 @ 84	120	130	55.0	36
Kia Sportage EX	auto 8	187	2.5-liter 4	25	17	34	3.5	10.0	17.5 @ 83	134	151	55.5	40
Kia Sportage Hybrid EX	auto 6	227	1.6-liter 4 turbo + hybrid	36	31	39	2.9	7.7	15.9 @ 91	139	156	52.0	40
Kia Sportage PHEV X-Line	auto 6	261	1.6-liter 4 turbo + electric	31	27	34	2.7	7.4	15.6 @ 93	130	146	55.0	40
Kia Telluride EX	auto 8	291	3.8-liter V6	21	14	30	2.7	7.2	15.5 @ 93	127	133	53.5	40
Land Rover Defender SE	auto 8	395	3.0-liter 6 turbo	18	12	26	3.0	6.9	15.3 @ 96	147	150	49.0	43
Land Rover Discovery R-Dynamic HSE	auto 8	355	3.0-liter 6 turbo	17	12	24	2.9	7.3	15.6 @ 93	138	148	47.5	42
Land Rover Discovery Sport SE	auto 9	246	2.0-liter 4 turbo	21	15	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover Evoque S	auto 9	246	2.0-liter 4 turbo	20	13	29	3.2	8.3	16.6 @ 86	126	129	49.5	39
Land Rover Range Rover Sport SE	auto 8	355	3.0-liter 6 turbo	20	13	31	2.8	7.2	15.4 @ 96	133	145	50.5	42
Land Rover Range Rover Velar S	auto 8	247	2.0-liter 4 turbo	21	14	30	3.0	8.4	16.5 @ 88	130	134	51.5	39
Lexus ES350	auto 8	302	3.5-liter V6	25	16	38	3.0	6.9	15.4 @ 97	132	139	53.0	40
Lexus ES300h	CVT	215	2.5-liter 4 hybrid	42	32	52	3.5	8.3	16.5 @ 90	135	139	53.0	40
Lexus IS300	auto 6	260	3.5-liter V6	22	15	31	2.6	6.1	14.7 @ 98	129	141	55.0	37
Lexus LS500	auto 10	416	3.4-liter V6 turbo	20	12	32	2.4	6.0	14.4 @ 103	136	139	51.5	41
Lexus NX350	auto 8	275	2.4-liter 4 turbo	25	17	35	3.0	7.2	15.5 @ 96	127	138	53.5	38
Lexus NX350h	CVT	240	2.5-liter 4 hybrid	38	37	39	2.8	7.6	15.9 @ 90	138	152	53.0	38
Lexus RX350 Premium+	auto 8	275	2.4-liter 4 turbo	24	16	34	3.1	7.5	15.8 @ 93	132	145	51.5	41
Lexus RX350h Premium+	CVT	246	2.5-liter 4 hybrid	34	29	38	2.8	7.8	16.0 @ 89	137	149	52.5	41

**Miles-per-gallon equivalent (MPGe).

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Lexus RZ Premium	1-spd. dir.	308	electric	107**	115**	98**	2.0	4.9	13.7 @ 101	138	158	51.0	39
Lexus UX250h	CVT	181	2.0-liter 4 hybrid	37	32	42	3.4	8.8	16.8 @ 86	137	143	54.0	35
Lincoln Aviator Reserve	auto 10	400	3.0-liter V6 turbo	19	12	28	2.5	6.2	14.8 @ 98	138	145	52.0	41
Lincoln Corsair Reserve	auto 8	250	2.0-liter 4 turbo	23	15	33	2.8	7.2	15.7 @ 90	128	139	54.5	38
Lincoln Navigator Reserve	auto 10	440	3.5-liter V6 turbo	16	11	22	2.4	6.2	14.7 @ 98	144	162	47.0	42
Lucid Air Touring	1-spd. dir.	620	electric	121**	121**	120**	1.6	3.5	11.6 @ 125	120	131	57.5	41
Maserati Grecale GT	auto 8	296	2.0-liter 4 turbo	24	17	32	2.5	6.2	14.7 @ 100	129	137	54.5	42
Mazda3 Select	auto 6	191	2.5-liter 4	30	20	44	3.0	7.7	16.1 @ 91	125	134	54.0	37
Mazda CX-30 Preferred	auto 6	186	2.5-liter 4	27	18	37	3.2	8.7	16.7 @ 88	133	147	54.0	37
Mazda CX-5 Preferred	auto 6	187	2.5-liter 4	24	17	33	3.1	8.6	16.6 @ 85	133	144	54.0	37
Mazda CX-50 Premium Plus	auto 6	187	2.5-liter 4	24	16	33	3.4	9.3	17.2 @ 84	131	142	53.0	38
Mazda CX-90 Preferred Plus	auto 8	280	3.3-liter 6 turbo	24	16	33	2.9	7.2	15.6 @ 94	128	141	53.0	40
Mazda CX-90 PHEV Premium	auto 8	323	2.5-liter 4 turbo + electric	23	16	32	2.8	6.8	15.3 @ 96	130	149	54.5	40
Mazda MX-5 Miata Club	man 6	181	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz C300 Premium	auto 9	255	2.0-liter 4 turbo	29	18	43	2.8	6.7	15.2 @ 96	141	152	53.0	39
Mercedes-Benz CLA250	seq 7	221	2.0-liter 4 turbo	27	17	42	2.7	6.6	15.1 @ 96	131	143	56.0	36
Mercedes-Benz EQE350	1-spd. dir.	288	electric	86**	86**	86**	1.8	5.5	14.2 @ 97	121	136	53.5	43
Mercedes-Benz EQE350 SUV Exclusive	1-spd. dir.	288	electric	81**	82**	79**	2.0	5.9	14.5 @ 95	124	141	51.5	42
Mercedes-Benz EQS580 Premium	1-spd. dir.	516	electric	94**	91**	98**	1.8	4.0	12.4 @ 114	133	148	55.5	37
Mercedes-Benz EQS450 SUV Premium	1-spd. dir.	355	electric	78**	79**	77**	2.2	5.6	14.3 @ 98	126	146	53.0	38
Mercedes-Benz GLA250	seq 8	221	2.0-liter 4 turbo	27	17	40	2.7	6.8	15.3 @ 93	133	135	54.0	39
Mercedes-Benz GLB250	seq 8	221	2.0-liter 4 turbo	26	17	38	2.7	6.8	15.4 @ 93	125	135	54.5	38
Mercedes-Benz GLC300	auto 9	255	2.0-liter 4 turbo	26	17	37	2.6	6.6	15.1 @ 94	127	142	51.0	40
Mercedes-Benz GLE450	auto 9	362	3.0-liter 6 turbo	20	13	29	2.3	6.0	14.4 @ 100	132	138	51.5	39
Mercedes-Benz GLS450	auto 9	375	3.0-liter 6 turbo	20	13	30	2.4	6.4	14.8 @ 97	133	143	50.5	39
Mini Cooper S	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mini Cooper Countryman S Classic	auto 8	189	2.0-liter 4 turbo	25	17	36	3.1	8.3	16.5 @ 87	120	130	53.0	39
Mitsubishi Eclipse Cross SE	CVT	152	1.5-liter 4 turbo	24	17	31	3.6	9.9	17.6 @ 80	132	134	52.5	36
Mitsubishi Mirage ES	CVT	78	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SE	CVT	181	2.5-liter 4	25	17	34	3.7	9.8	17.5 @ 83	133	136	51.0	38
Mitsubishi Outlander PHEV SE	1-spd. dir.	248	2.4-liter 4 hybrid + electric	25	24	25	3.0	7.2	16.3 @ 81	135	148	51.5	38
Nissan Altima SV	CVT	188	2.5-liter 4	31	20	45	3.1	7.6	15.9 @ 92	131	140	53.5	38
Nissan Ariya Platinum+	1-spd. dir.	389	electric	87**	89**	84**	2.6	5.4	13.8 @ 108	130	139	52.0	37
Nissan Armada Platinum	auto 7	400	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	50.5	43
Nissan Frontier SV	auto 9	310	3.8-liter V6	18	12	24	3.0	7.5	15.8 @ 92	128	136	52.0	44
Nissan Kicks SV	CVT	122	1.6-liter 4	32	24	40	4.0	10.5	18.1 @ 79	137	143	51.5	35
Nissan Leaf SV Plus	1-spd. dir.	214	electric	109**	121**	98**	3.2	7.0	15.7 @ 92	139	142	52.5	37
Nissan Murano SL	CVT	260	3.5-liter V6	21	14	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	auto 9	284	3.5-liter V6	21	14	30	3.0	7.6	16.0 @ 90	138	142	52.5	40
Nissan Rogue SV	CVT	201	1.5-liter 3 turbo	25	17	34	3.5	9.1	17.0 @ 87	134	147	56.0	37
Nissan Sentra SV	CVT	149	2.0-liter 4	32	22	44	3.5	8.5	16.7 @ 87	129	138	55.5	39
Nissan Titan SV	auto 9	400	5.6-liter V8	16	11	22	2.8	6.7	15.3 @ 95	131	143	49.5	50
Nissan Versa SV	CVT	122	1.6-liter 4	32	22	45	3.7	9.6	17.5 @ 81	130	143	52.5	36
Nissan Z Performance	man 6	400	3.0-liter V6 turbo	24	18	32	2.2	5.1	13.5 @ 113	121	135	56.5	37
Polestar 2 Long Range	1-spd. dir.	421	electric	106**	112**	100**	2.0	4.4	13.1 @ 108	123	127	55.5	39
Porsche 718 Boxster Base	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37
Porsche Cayenne Base	auto 8	348	3.0-liter V6 turbo	21	15	29	2.8	6.5	14.9 @ 100	131	140	49.5	41
Porsche Macan S	seq 7	375	2.9-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Porsche Taycan 4S	1-spd. dir.	562	electric	79**	79**	81**	1.8	4.0	12.5 @ 115	130	139	52.5	36
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	17	11	24	2.7	7.1	15.4 @ 94	137	150	47.5	48

Make + Model	**Trans.**	**HP**	**Engine**	**CR's Fuel economy (mpg)**			**Acceleration**			**Braking**		**Performance**	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Ram 1500 Big Horn	auto 8	260	3.0-liter V6 turbodiesel	23	16	31	3.3	8.8	16.8 @ 87	138	146	47.0	48
Rivian R1S Adventure	1-spd. dir.	835	electric	71**	75**	66**	1.6	3.5	12.1 @ 111	132	144	50.5	43
Rivian R1T Adventure	1-spd. dir.	835	electric	73**	76**	69**	1.8	3.8	12.2 @ 111	135	149	52.5	47
Subaru Ascent Limited	CVT	260	2.4-liter 4 turbo	22	14	32	3.3	8.0	16.4 @ 88	129	136	52.0	40
Subaru BRZ Limited	man 6	228	2.4-liter 4	27	21	33	2.4	6.3	14.6 @ 99	117	123	60.0	36
Subaru Crosstrek Premium	CVT	152	2.0-liter 4	29	20	41	4.2	10.1	17.8 @ 83	128	138	56.5	37
Subaru Impreza Sport	CVT	152	2.0-liter 4	29	19	42	3.8	9.4	17.3 @ 84	129	149	56.0	37
Subaru Legacy Premium	CVT	182	2.5-liter 4	28	19	39	3.4	8.9	16.9 @ 86	131	141	54.5	39
Subaru Outback Limited XT	CVT	260	2.4-liter 4 turbo	24	16	32	3.0	7.1	15.5 @ 95	132	143	54.0	38
Subaru Solterra Limited	1-spd. dir.	215	electric	102**	93**	111**	2.4	6.4	15.0 @ 93	135	145	53.0	38
Subaru WRX Premium	man 6	271	2.4-liter 4 turbo	25	18	33	1.8	5.8	14.1 @ 101	124	130	59.0	38
Tesla Model 3 Long Range	1-spd. dir.	258	electric	131**	134**	126**	2.4	5.3	14.0 @ 102	133	141	55.0	40
Tesla Model S Long Range	1-spd. dir.	670	electric	120**	124**	115**	1.6	3.2	11.1 @ 130	125	135	58.0	40
Tesla Model X Long Range	1-spd. dir.	670	electric	102**	107**	97**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Tesla Model Y Long Range	1-spd. dir.	384	electric	122**	127**	117**	2.3	4.7	13.1 @ 113	121	127	54.5	41
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	17	12	24	3.0	7.7	16.1 @ 89	131	145	46.0	45
Toyota Corolla LE	CVT	169	2.0-liter 4	36	24	51	3.4	8.7	16.8 @ 87	134	143	53.0	37
Toyota Corolla Hybrid LE	CVT	138	1.8-liter 4 hybrid	48	37	59	3.7	10.3	17.8 @ 81	142	148	53.0	37
Toyota Corolla Hatchback SE	CVT	168	2.0-liter 4	36	24	51	3.4	8.7	16.8 @ 87	129	133	53.5	39
Toyota Corolla Cross LE	CVT	169	2.0-liter 4	28	21	35	3.6	9.3	17.2 @ 85	128	140	58.0	37
Toyota Corolla Cross Hybrid SE	CVT	196	2.0-liter 4 hybrid	41	34	47	2.9	7.7	15.9 @ 90	126	137	54.5	37
Toyota Crown Limited	CVT	236	2.5-liter 4 hybrid	42	33	49	2.9	8.0	16.2 @ 90	134	146	53.0	41
Toyota GR86 Premium	man 6	228	2.4-liter 4	28	21	36	2.3	6.3	14.6 @ 98	119	127	59.0	36
Toyota Grand Highlander XLE	auto 8	265	2.4-liter 4 turbo	22	14	32	3.2	8.0	16.2 @ 91	134	145	49.0	40
Toyota Highlander XLE	auto 8	265	2.4-liter 4 turbo	22	14	33	3.1	7.7	16.0 @ 92	133	143	52.0	39
Toyota Highlander Hybrid XLE	CVT	243	2.5-liter 4 hybrid	35	27	41	2.9	8.0	16.2 @ 88	141	153	49.5	39
Toyota Prius XLE (AWD)	CVT	196	2.0-liter 4 hybrid	51	40	59	2.9	7.7	15.9 @ 92	131	148	53.5	37
Toyota Prius Prime XSE PHEV	CVT	220	2.0-liter 4 hybrid + electric	43	36	48	3.1	6.9	15.5 @ 94	133	151	56.0	37
Toyota RAV4 XLE	auto 8	203	2.5-liter 4	27	19	38	3.1	8.3	16.5 @ 88	131	140	54.0	37
Toyota RAV4 Hybrid XLE	CVT	219	2.5-liter 4 hybrid	37	32	41	2.9	7.8	16.0 @ 91	139	145	52.0	37
Toyota RAV4 Prime XSE PHEV	CVT	302	2.5-liter 4 hybrid + electric	34	29	39	2.4	6.3	14.8 @ 97	142	155	51.0	39
Toyota Sequoia Limited	auto 10	437	3.4-liter V6 turbo + hybrid	18	12	23	2.9	6.8	15.3 @ 96	145	160	44.5	42
Toyota Sienna XLE	CVT	245	2.5-liter 4 hybrid	36	28	43	3.2	8.2	16.4 @ 89	148	155	50.0	40
Toyota Supra Premium	auto 8	382	3.0-liter 6 turbo	27	18	36	2.0	4.6	13.0 @ 112	115	138	56.0	35
Toyota Tundra SR5	auto 10	389	3.4-liter V6 turbo	17	12	23	2.4	6.3	14.8 @ 98	140	150	48.0	50
Toyota Venza XLE	CVT	219	2.5-liter 4 hybrid	37	31	42	2.9	7.8	16.0 @ 91	137	147	51.0	39
Toyota bZ4X Limited	1-spd. dir.	214	electric	102**	93**	111**	2.4	6.4	15.0 @ 93	135	145	53.0	38
Volkswagen Atlas SE Tech	auto 8	269	2.0-liter 4 turbo	20	13	29	3.2	7.7	16.0 @ 92	124	134	53.0	43
Volkswagen Atlas Cross Sport SE Tech	auto 8	269	2.0-liter 4 turbo	20	13	29	3.2	7.7	16.0 @ 92	131	134	52.0	40
Volkswagen Golf GTI SE	man 6	241	2.0-liter 4 turbo	28	19	39	2.8	6.4	14.9 @ 100	127	141	56.0	37
Volkswagen ID.4 Pro S	1-spd. dir.	295	electric	95**	100**	90**	2.5	5.8	14.5 @ 98	134	138	52.5	38
Volkswagen Jetta SE	auto 8	158	1.5-liter 4 turbo	34	21	54	3.6	9.0	17.0 @ 87	135	138	52.0	38
Volkswagen Taos SE	seq 7	158	1.5-liter 4 turbo	26	17	39	3.7	9.4	17.3 @ 84	130	134	53.0	39
Volkswagen Tiguan SE	auto 8	184	2.0-liter 4 turbo	25	16	35	4.1	10.3	17.9 @ 83	131	135	52.0	39
Volvo S60 Plus	auto 8	247	2.0-liter 4 turbo	26	17	39	3.0	7.3	15.5 @ 95	125	139	53.5	38
Volvo S90 Plus	auto 8	295	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo XC40 Plus	auto 8	247	2.0-liter 4 turbo	24	16	33	2.9	7.3	15.6 @ 94	132	135	54.0	38
Volvo XC60 Plus	auto 8	295	2.0-liter 4 turbo	23	15	32	3.0	8.0	16.2 @ 90	124	129	52.0	39
Volvo XC60 PHEV Plus	auto 8	455	2.0-liter 4 turbo + electric	28	21	34	1.9	4.8	13.4 @ 107	129	144	51.5	38
Volvo XC90 Plus	auto 8	295	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

**Miles-per-gallon equivalent (MPGe).

SAFETY FEATURES & CRASH-TEST RATINGS

AS SAFETY TECHNOLOGY progresses rapidly, we've been evaluating some active safety features in our test program. As part of CR's Overall Score, we give additional consideration to certain active safety features—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

In addition to crash test ratings from the National Highway Traffic Safety Administration (NHTSA), the Insurance Institute for Highway Safety (IIHS) conducts additional crash tests that get more difficult over time. For example, the side crash test now involves a higher speed and a heavier barrier than in prior years.

Overall, newly introduced vehicles that were designed with these test in mind have performed much better than older models.

When assessing safety, it's important to compare vehicles within the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of an impact if hit by a larger, heavier vehicle.

Guide to the Charts

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can be compared only among vehicles of similar weight, we group models by category. Here is a guide to each column:

■ **Accident avoidance.** This composite score is derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort.

If we test multiple versions of the same model and the accident-avoidance scores differ, we give the range of scores attained.

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models in these ratings have standard AEB, BSW, and RCTW.

■ **Front-crash prevention.** This indicates the availability of highway-speed and pedestrian-detection automatic emergency braking (AEB), blind spot warning (BSW), and rear cross traffic warning (RCTW) on a model. Std. indicates that the safety feature is standard equipment; Opt. means it's available, but might not be on all trims; and NA indicates that the feature is not available.

■ **IIHS safety tests.** These include the driver- and passenger side front small-overlap tests, which replicate a 40-mph crash into a rigid barrier; an offset frontal crash that represents a head-on collision with 40 percent overlap; a frontal crash to evaluate rear-seat safety; side-impact; rear crash tests, and a roof-strength evaluation.

IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to four times its weight for up to 5 inches of roof crush.

■ **NHTSA safety tests.** These tests measure full-frontal and side-impact performance, and they're displayed as a combined overall and overall front and side rating. The rollover rating denotes the risk in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

For all crash tests a dash (–) means the test hasn't been conducted.

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: SUBCOMPACT														
Chevrolet Trax	▲	Std.	NA	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Mitsubishi Mirage	▼	Std.	NA	NA	NA	Marg.	–	Good	Good	–	–	▲	▲ / ▲	▲ / –
Nissan Versa	▲	Std.	Std.	Opt.	Opt.	–	–	Good	Good	–	–	▲▲	▲ / ▲▲	▲ / –
CARS: COMPACT														
Honda Civic	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲▲ / –
Hyundai Elantra	▲▲	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	–	–	▲▲	▲ / ▲▲	▲▲ / –
Hyundai Venue	▲▲	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / –
Kia Forte	▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / –
Kia Niro	▲	Std.	Std.	Std.	Std.	–	–	–	–	–	–	▲▲	▲ / ▲▲	▲ / –
Kia Niro PHEV	▲	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Kia Soul	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / –

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: COMPACT *Continued*														
Mazda3	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⇈	⇈ / ⇈	⇈ / ⇈
Nissan Kicks	Ⓘ	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ⇈	↑ / —
Nissan Sentra	⇈	Std.	Std.	Std.	Std.	—	—	—	Good	—	—	⇈	↑ / ⇈	⇈ / —
Subaru Impreza	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	⇈	⇈ / ⇈	— / ⇈
Toyota Corolla	Ⓘ – ⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Toyota Prius	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Toyota Prius Prime	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Volkswagen Jetta	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / —
CARS: COMPACT ELECTRIC														
BMW i4	⇈	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Hyundai Kona Electric	—	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Kia Niro EV	⇈	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Nissan Leaf	Ⓘ	Std.	Std.	Std.	Std.	—	—	Good	Good	—	—	⇈	↑ / ⇈	↑ / —
Tesla Model 3	⇈	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	⇈ / ⇈
CARS: COMPACT LUXURY														
Acura Integra	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	⇈ / —
Alfa Romeo Giulia	↑	Std.	Std.	Std.	Std.	Good	—	Good	Good	Good	Good	—	—	—
Audi A3	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
BMW 2 Series Gran Coupe	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Buick Envista	⇈	Std.	NA	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Cadillac CT4	⇈	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz CLA	⇈	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
CARS: MIDSIZED														
Chevrolet Malibu	↑	Std.	Opt.	Opt.	Opt.	—	—	Good	Good	Good	Good	↑	⇈ / ↑	↑ / —
Honda Accord	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	—	—	—
Hyundai Sonata	↑ – ⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	⇈ / —
Kia K5	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / —
Nissan Altima	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⇈	↑ / ⇈	⇈ / ⇈
Subaru Legacy	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	— / ⇈
Toyota Camry	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
CARS: MIDSIZED ELECTRIC														
BMW i5	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Hyundai Ioniq 6	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
CARS: MIDSIZED LUXURY														
Acura TLX	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	⇈ / ⇈
Audi A4	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	⇈	↑ / ⇈	— / ⇈
BMW 3 Series	⇈	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	—	—	⇈	⇈ / ⇈	⇈ / ⇈
Cadillac CT5	⇈	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	⇈	⇈ / ⇈	⇈ / ⇈
Genesis G70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Infiniti Q50	⇈	NA	Std.	Std.	Std.	—	—	Good	Good	Good	Good	—	—	⇈ / ⇈
Lexus ES	↑ – ⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⇈	↑ / ⇈	↑ / ↑
Lexus IS	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⇈	↑ / ⇈	⇈ / ⇈
Mercedes-Benz C-Class	Ⓘ	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Volvo S60	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	⇈ / ⇈
CARS: MIDSIZED/LARGE ELECTRIC														
Lucid Air	⇈	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz EQE	⇈	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz EQS	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Polestar 2	⇈	Std.	Std.	Std.	Std.	—	—	—	—	—	—	⇈	⇈ / ⇈	⇈ / ⇈
Porsche Taycan	⇈	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Tesla Model S	⇈	Std.	Std.	NA	NA	—	—	—	—	—	—	—	—	—

CR'S TEST DATA Safety Features and Crash Tests

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: LARGE/LUXURY														
Audi A6	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	⏫	🔼 / ⏫	— / ⏫
Audi A8	⏫	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
BMW 5 Series	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
BMW 7 Series	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Genesis G80	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / ⏫
Genesis G90	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Lexus LS	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz E-Class	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz S-Class	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Toyota Crown	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Volvo S90	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
CARS: SPORTS/CONVERTIBLE														
BMW 2 Series	⏫	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
BMW Z4	⏫	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Chevrolet Camaro	⏫	NA	NA	Opt.	Opt.	Good	—	Good	Good	Good	Accept.	⏫	🔼 / ⏫	⏫ / —
Chevrolet Corvette	⏫	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Ford Mustang	⏫	Std.	Std.	Std.	Std.	—	—	Good	Good	—	—	—	—	—
Mazda MX-5 Miata	⏫	Std.	NA	Std.	Std.	—	—	—	—	—	—	—	—	—
Mini Cooper S	⏫	Std.	NA	NA	NA	—	—	Good	Good	—	—	🔼	🔼 / 🔼	🔼 / —
Nissan Z	⏫	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Porsche 718 Boxster	⏫	NA	NA	Opt.	NA	—	—	—	—	—	—	—	—	—
Subaru BRZ	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Subaru WRX	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	— / ⏫
Toyota GR86	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Toyota Supra	⏫	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Volkswagen Golf GTI	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
MINIVANS														
Chrysler Pacifica	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / —
Chrysler Pacifica PHEV	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	🔼 / ⏫	🔼 / —
Honda Odyssey	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / —
Kia Carnival	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Toyota Sienna	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
SUVs: SMALL														
Chevrolet Equinox	🔼	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Chevrolet Trailblazer	🔼	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Dodge Hornet	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Ford Bronco Sport	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	— / 🔼
Ford Escape	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Ford Escape Hybrid/ PHEV	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
GMC Terrain	—	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Honda CR-V	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	—	—	—
Honda HR-V	🔼	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	⏫ / ⏫	🔼 / —
Hyundai Kona	🔼	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Hyundai Tucson	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	🔼	⏫ / ⏫	🔼 / 🔼
Hyundai Tucson Hybrid/PHEV	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	🔼	⏫ / ⏫	— / 🔼
Jeep Compass	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	🔼	🔼 / ⏫	🟡 / 🟡
Kia Seltos	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	🔼	🔼 / ⏫	🔼 / 🔼
Kia Sportage/Hybrid	🟡 – 🔼	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	— / 🔼
Kia Sportage PHEV	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Mazda CX-30	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Mazda CX-5	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Mazda CX-50	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	— / 🔼
Mitsubishi Eclipse Cross	🔼	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	— / 🔼
Mitsubishi Outlander	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	🔼	🔼 / ⏫	🔼 / 🔼

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: SMALL *Continued*														
Mitsubishi Outlander PHEV	Ⓘ	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Mitsubishi Outlander Sport	—	Std.	NA	Opt.	Opt.	Accept.	—	Good	Good	—	—	▲	▲ / ▲▲	▲ / ▲
Nissan Rogue	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Subaru Crosstrek	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Accept.	—	—	▲▲	▲▲ / ▲▲	— / ▲
Subaru Forester	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Toyota Corolla Cross	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	▲ / ▲▲	—
Toyota RAV4	Ⓘ – ▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Toyota RAV4 Prime	Ⓘ	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	— / ▲
Volkswagen Taos	▲	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	—	—	▲	▲ / ▲▲	▲ / ▲
Volkswagen Tiguan	▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	— / ▲▲	▲ / ▲
SUVs: SMALL/LUXURY														
Alfa Romeo Tonale	▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Audi Q3	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	— / ▲
BMW X1	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	▲	▲ / ▲▲	— / ▲
BMW X2	—	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Buick Encore GX	▲▲	Std.	NA	Std.	Std.	Good	Good	Good	Good	—	—	▲▲	▲▲ / ▲▲	▲ / ▲
Genesis GV70	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	— / ▲
Jaguar E-Pace	▲▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Evoque	▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus UX	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	▲▲	▲ / ▲▲	▲ / ▲
Lincoln Corsair	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Maserati Grecale	▲▲	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLA	▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLB	▲▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	▲▲	▲ / ▲▲	— / ▲
Mini Cooper Countryman	▲▲	Std.	NA	NA	NA	Good	—	Good	Good	Good	Good	—	▲ / ▲▲	—
Volvo XC40	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
SUVs: SMALL ELECTRIC														
Audi Q4 E-Tron	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	▲ / ▲▲	—
Genesis GV60	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Hyundai Ioniq 5	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	▲▲	▲ / ▲▲	▲▲ / ▲▲
Kia EV6	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲▲ / ▲▲
Nissan Ariya	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	— / ▲▲	▲ / ▲▲
Subaru Solterra	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	▲▲	▲▲ / ▲▲	— / ▲
Tesla Model Y	▲▲	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	— / ▲▲
Toyota bZ4X	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	▲▲	▲▲ / ▲▲	▲ / ▲
Volkswagen ID.4	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	▲▲	▲▲ / ▲▲	▲ / ▲
Volvo C40	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Volvo EX30	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
SUVs: MIDSIZED														
Chevrolet Blazer	▲▲	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	—	—	▲▲	▲▲ / ▲▲	▲ / ▲
Chevrolet Traverse	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Dodge Durango	Ⓘ	NA	Opt.	Std.	Std.	Marg.	—	Good	Good	—	—	▲	▲ / ▲▲	▲ / Ⓘ
Ford Bronco	Ⓘ	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	—	▲ / —	— / Ⓘ
Ford Edge	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Poor	—	▲▲	▲▲ / ▲▲	▲ / ▲
Ford Explorer	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
GMC Acadia	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Honda Passport	▲	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Honda Pilot	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	—	—	—
Hyundai Palisade	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Hyundai Santa Fe	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Jeep Grand Cherokee/ Grand Cherokee L	Ⓘ – ▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	▲▲ / ▲▲	—
Jeep Grand Cherokee PHEV	Ⓘ	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	▲▲	▲▲ / ▲▲	▲ / ▲

SUVs: MIDSIZED *Continued*

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
Jeep Wrangler	🔽	NA	Opt.	Opt.	Opt.	Marg.	—	Good	Good	—	—	—	—	— / 🟡
Kia Sorento	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	🔼	🔼 / ⏫	🔼 / 🔼
Kia Telluride	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
Mazda CX-90	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Nissan Murano	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Nissan Pathfinder	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
Subaru Ascent	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	— / 🔼
Subaru Outback	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	— / 🔼
Toyota 4Runner	🟡	Std.	Std.	Std.	Std.	Marg.	—	Good	Good	—	—	🔼	🔼 / ⏫	🟡 / 🟡
Toyota Grand Highlander	🔼	Std.	Std.	Std.	Std.	Accept.	Good	Good	Good	—	—	—	—	—
Toyota Highlander	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
Toyota Land Cruiser	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Toyota Venza	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	— / 🔼
Volkswagen Atlas	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	🔼 / ⏫	🔼 / 🔼
Volkswagen Atlas Cross Sport	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	🔼 / ⏫	🔼 / 🔼

SUVs: MIDSIZED/LUXURY

Make + Model	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
Acura MDX	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	🔼 / ⏫	🔼 / —
Acura RDX	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	🔼 / ⏫	🔼 / 🔼
Alfa Romeo Stelvio	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Audi Q5	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	— / 🔼
Audi Q7	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	🔼 / ⏫	— / 🔼
BMW X3	⏫	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
BMW X5	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	🔼	🔼 / ⏫	— / 🔼
BMW X5 PHEV	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Buick Envision	⏫	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Cadillac XT4	⏫	Std.	Opt.	Std.	Std.	—	—	Good	Good	—	—	⏫	🔼 / ⏫	🔼 / 🔼
Cadillac XT5	🔼	Std.	Opt.	Opt.	Opt.	Good	—	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Genesis GV80	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	🔼 / ⏫	— / 🔼
Infiniti QX50	⏫	Std.	Std.	Std.	Std.	—	—	Good	Good	—	—	⏫	🔼 / ⏫	🔼 / 🔼
Infiniti QX60	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	🔼 / ⏫	—
Jaguar F-Pace	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Defender	🟡	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery	🟡	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery Sport	🟡	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Velar	⏫	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus GX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus NX	🟡 – ⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	🔼 / ⏫	—
Lexus RX	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Lincoln Aviator	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Lincoln Nautilus	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLC	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Mercedes-Benz GLE	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Porsche Cayenne	⏫	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Porsche Macan	⏫	Std.	Std.	Opt.	NA	—	—	—	—	—	—	—	—	—
Volvo XC60	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Volvo XC60 PHEV	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Volvo XC90	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼

SUVs: MIDSIZED ELECTRIC

Make + Model	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
Acura ZDX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Audi Q8 E-Tron	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⏫	🔼 / ⏫	— / 🔼
BMW iX	⏫	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Cadillac Lyriq	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: MIDSIZED ELECTRIC *Continued*														
Chevrolet Blazer EV	—	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Ford Mustang Mach-E	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	— / ⏫	⏫ / ⏫
Genesis Electrified GV70	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Honda Prologue	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	
Jaguar I-Pace	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Kia EV9	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	
Lexus RZ	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Mercedes-Benz EQE SUV	⏫	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz EQS SUV	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Rivian R1S	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Tesla Model X	⏫	Std.	Std.	NA	NA	—	—	—	—	—	—	⏫	⏫ / ⏫	— / ⏫
SUVs: LARGE														
Chevrolet Suburban	🟡	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	🔼	🔼 / ⏫	🟡 / 🟡
Chevrolet Tahoe	🟡	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	🔼	🔼 / ⏫	🟡 / 🟡
Ford Expedition	🟡	Std.	Std.	Std.	Std.	—	—	—	—	—	—	⏫	⏫ / ⏫	🟡 / 🔼
GMC Yukon	🟡	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	🔼	🔼 / ⏫	🟡 / 🟡
GMC Yukon XL	🟡	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	🔼	🔼 / ⏫	🟡 / 🟡
Jeep Wagoneer	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	🔼	⏫ / ⏫	🟡 / 🟡
Nissan Armada	🟡	Std.	Std.	Std.	Std.	—	—	—	—	—	—	🟡	🟡 / ⏫	🟡 / 🟡
Toyota Sequoia	🔽	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
SUVs: LARGE/LUXURY														
BMW X7	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Buick Enclave	🔼	Std.	Opt.	Std.	Std.	Good	—	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Cadillac Escalade	🟡	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	🔼	🔼 / ⏫	🟡 / 🟡
Cadillac XT6	🔼	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Infiniti QX80	🟡	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	🟡 / 🟡
Land Rover Range Rover	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus TX	—	Std.	Std.	Std.	Std.	Accept.	Good	Good	Good	—	—	—	—	—
Lincoln Navigator	🟡	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	— / ⏫	🟡 / 🔼
Mercedes-Benz GLS	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
PICKUPS: COMPACT														
Chevrolet Colorado	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	🔼	🔼 / ⏫	🟡 / 🟡
Ford Maverick	🔼–⏫	Std.	Std.	Opt.	Opt.	—	—	Accept.	Good	—	—	🔼	⏫ / ⏫	🔼 / 🔼
Ford Ranger	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
GMC Canyon	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	🔼	🔼 / ⏫	🟡 / 🟡
Honda Ridgeline	🔼	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
Hyundai Santa Cruz	🔼	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Jeep Gladiator	🟡	NA	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	— / 🟡
Nissan Frontier	🔼	Std.	Std.	Opt.	Opt.	—	—	Good	Accept.	—	—	🔼	🔼 / ⏫	🟡 / 🟡
Toyota Tacoma	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
PICKUPS: FULL-SIZED														
Chevrolet Silverado 1500	🟡	Std.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	—	—	⏫	🔼 / ⏫	🔼 / 🔼
Ford F-150	🟡	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	🔼 / 🔼
GMC Sierra 1500	🟡	Std.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
Nissan Titan	🔼	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	🔼	🔼 / ⏫	🔼 / 🟡
Ram 1500	🟡	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	—	—	⏫	🔼 / ⏫	🔼 / 🔼
Toyota Tundra	🟡	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	⏫	⏫ / ⏫	— / 🔼
PICKUPS: FULL-SIZED ELECTRIC														
Ford F-150 Lightning	🟡	Std.	Std.	Std.	Std.	—	—	—	—	—	—	⏫	🔼 / ⏫	— / 🔼
Rivian R1T	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Tesla Cybertruck	—	Std.	Std.	NA	NA	—	—	—	—	—	—	—	—	—

SAFETY SYSTEMS EXPLAINED

With so many non-standard names for important new safety technology, CR has stepped in to help clarify things.

ACTIVE SAFETY AND driver assistance features are common on new vehicles, but the terminology used by automakers to describe them varies widely, often seeming to prioritize marketing over meaning.

That's why CR worked with AAA, J.D. Power, the National Safety Council, PAVE, and SAE International to come up with clear, standardized naming conventions to describe what these systems do.

The common naming outlined below is simple, specific, consistent, and designed to reduce driver and buyer confusion. The Department of Transportation has endorsed this effort to bring about standardized names for common active safety features. These names are what we use in CR's content, and the list is continually refined as new systems are developed.

No matter what they're called, it is important to remember that these systems are designed to assist–not replace–an engaged driver.

DRIVING CONTROL ASSISTANCE

Lane Centering Assistance (LCA)
Provides steering support to assist the driver in continuously maintaining the vehicle at or near the center of the lane.

Adaptive Cruise Control (ACC)
Cruise control that also assists with acceleration and/or braking to maintain a driver-selected gap to the vehicle in front. Some systems can bring the vehicle to a stop and then continue, while others can't.

Active Driving Assistance (ADA)
Simultaneous use of lane centering assistance and adaptive cruise control. The driver must constantly supervise this support feature and maintain responsibility for driving.

COLLISION WARNING

Blind Spot Warning (BSW)
Detects vehicles in the blind spot and notifies the driver of their presence. Some provide an additional warning if the driver activates the turn signal.

Forward Collision Warning (FCW)
Detects a potential collision with a vehicle ahead and alerts the driver. Some systems alert for pedestrians.

Lane Departure Warning (LDW)
Monitors the vehicle's position within the lane and alerts the driver if the vehicle approaches or crosses lane markers.

Parking Collision Warning
Detects objects close to the vehicle during parking maneuvers and notifies the driver.

Rear Cross Traffic Warning (RCTW)
Detects vehicles approaching from the side at the rear of the vehicle while in Reverse gear and alerts the driver. Some systems warn for pedestrians.

COLLISION INTERVENTION

Automatic Emergency Braking (AEB)
Detects and warns of potential collisions with a vehicle ahead, and automatically brakes to avoid a collision or lessen impact severity. Some also detect pedestrians.

Automatic Emergency Steering
Detects potential collisions with a vehicle ahead and automatically steers to avoid or lessen the severity of impact. Some also detect pedestrians.

Lane Keeping Assistance (LKA)
Provides steering support to assist the driver in keeping the vehicle in the lane. It reacts only when the vehicle approaches or crosses a lane line or road edge.

Reverse Automatic Emergency Braking (RAEB)
Detects potential collisions while in Reverse gear and automatically brakes to avoid or lessen the severity of impact. Some systems also detect pedestrians.

PARKING ASSISTANCE

Backup Camera
Displays the area behind the vehicle when in Reverse gear. Some include trailer assistance, a system that assists drivers during backing maneuvers with a trailer attached.

Surround View Camera
Displays the area around some or all sides of the vehicle while stopped or during low-speed maneuvers.

Active Parking Assistance
Assists with steering and other functions during parking maneuvers. The driver may have to accelerate, brake, and/or select a gear position. Some systems can parallel and/or perpendicular park the vehicle.

Remote Parking Assistance
Without the driver being physically present inside the vehicle, it provides steering, braking, accelerating, and/or gear selection while moving a vehicle into or out of a parking space.

DRIVER MONITORING

Indirect Driver Monitoring System
Observes vehicle states, motions, and/or driver performance indicators to estimate driver distraction, inattention, or misuse. This may include monitoring steering wheel input, vehicle sway within a lane, or a combination of other factors monitored by the vehicle systems. Some systems may provide a warning to the driver and/or limit the use of other features.

Direct Driver Monitoring System
Detects the driver's eye and/or head movement to estimate where the driver is looking. Some systems may provide a warning to the driver and/or limit the use of other features.

Driver Reengagement
A series of warnings and interventions to engage an unresponsive driver. If the driver doesn't respond, the system brings the vehicle to a full stop or very low speed while maintaining steering control.

VEHICLE DIMENSIONS

Most of the measurement data in these charts were taken during our testing. Data for untested vehicles or ones that are not yet on sale were provided by the manufacturers.

Exterior Dimensions and Weight

■ **Length, width, height,** and **wheelbase** data come from the vehicle's manufacturer.

■ **Weight** of tested vehicles is measured on our scales.

Cargo

■ **Max. load** is the maximum weight of the combination of passengers and cargo the vehicle can safely carry. This figure is specified by the manufacturer or calculated based on the difference between our test vehicle's weight and the manufacturer's specified gross weight.

■ **Cargo volume** for wagons, minivans, and sport-utility vehicles is our measurement conducted with the rear seats folded. We use an adjustable pipe frame box and enlarge it until it no longer fits through the rear hatch. We then measure the volume of the box. Datafor cars come from the federal government.

■ **Towing capacity** is the maximum for the vehicle we tested. For those we didn't test, we have included the manufacturer's tow rating for a typical model.

■ **NR** denotes the vehicle is not recommended for towing.

Interior Dimensions

■ **Front, rear, and third-row shoulder room** are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more.

■ **Front legroom** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go.

■ **Rear or third-row legroom** is measured with the front seat adjusted to provide 40 inches of front legroom.

■ **Headroom** is the clearance above a person who is 5 feet, 9 inches tall.

■ **NA** means data are not avail-able and we have been unable to measure the vehicle completely. A dash (–) means not applicable.

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.Ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
Acura Integra	186	72	56	108	3,095	850	24.0	NR	53.5	43.0	3.5	55.0	30.5	1.0	–	–	–
Acura MDX	198	79	67	114	4,495	1,175	37.0	5,000	62.0	41.5	4.5	60.5	29.0	2.5	55.0	24.5	1.0
Acura RDX	187	74	66	108	4,005	940	33.0	1,500	59.0	41.5	4.0	55.5	28.0	3.0	–	–	–
Acura TLX	195	75	56	113	3,965	840	14.0	NR	58.5	42.5	3.0	54.5	25.5	2.0	–	–	–
Acura ZDX	198	77	64	122	5,905	NA	NA	3,500	59.0	NA	NA	58.0	NA	NA	–	–	–
Alfa Romeo Giulia	183	73	57	111	3,695	905	12.0	NR	55.0	42.5	2.5	53.0	28.0	1.5	–	–	–
Alfa Romeo Stelvio	185	75	66	111	4,020	990	26.5	3,000	57.5	43.0	3.5	54.0	28.5	2.5	–	–	–
Alfa Romeo Tonale	178	72	63	104	4,210	1,250	24.5	2,000	53.5	43.0	2.5	54.0	30.5	2.5	–	–	–
Audi A3	177	72	56	104	3,495	860	11.0	NR	54.0	43.0	3.5	51.5	28.0	2.0	–	–	–
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	–	–	–
Audi A6	195	74	57	115	4,015	1,100	14.0	3,500	57.0	43.0	4.5	55.0	30.0	3.0	–	–	–
Audi A8	209	77	59	123	4,810	970	13.0	NR	58.5	43.0	5.0	57.0	36.0	4.0	–	–	–
Audi Q3	177	73	63	106	3,880	1,090	24.5	1,500	57.0	42.0	4.5	53.5	26.5	4.0	–	–	–
Audi Q4 E-Tron	181	73	65	109	4,910	935	26.5	2,645	56.0	44.0	5.0	54.5	32.0	3.5	–	–	–
Audi Q5	184	75	65	111	4,140	1,060	27.0	4,400	57.5	41.0	5.0	55.0	27.5	2.5	–	–	–
Audi Q7	199	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi Q8 E-Tron	194	76	66	115	5,795	1,060	28.0	4,000	58.5	42.5	4.5	55.5	30.0	4.0	–	–	–
BMW 2 Series	179	72	55	108	3,440	755	10.0	NR	55.0	45.5	2.5	51.0	27.5	0.0	–	–	–
BMW 2 Series Gran Coupe	179	71	56	105	3,475	930	12.0	NR	55.0	41.5	3.5	53.0	27.0	0.0	–	–	–
BMW 3 Series	186	72	57	112	3,640	825	17.0	NR	55.0	43.0	3.0	54.0	29.5	2.0	–	–	–
BMW 5 Series	199	75	60	118	4,160	NA	18.0	NR	59.0	NA	NA	57.0	NA	NA	–	–	–
BMW 7 Series	212	77	61	127	5,095	1,125	14.0	NR	61.0	NA	NA	56.0	NA	NA	–	–	–
BMW i4	189	73	57	112	5,020	925	10.0	NR	55.0	43.5	3.0	54.0	30.0	1.0	–	–	–
BMW i5	199	75	59	118	5,210	NA	17.0	NR	59.0	NA	NA	57.0	NA	NA	–	–	–
BMW iX	195	77	67	118	5,680	1,065	30.5	1,000	61.5	43.0	5.0	57.0	33.0	4.0	–	–	–
BMW X1	177	73	65	106	3,765	995	30.5	3,500	55.5	43.5	6.0	55.0	29.0	3.0	–	–	–
BMW X2	179	73	63	106	3,805	935	NA	NR	55.5	NA	NA	55.0	NA	NA	–	–	–
BMW X3	186	74	66	113	4,220	935	32.0	4,410	57.5	43.5	5.5	55.5	29.0	4.5	–	–	–
BMW X5	194	79	70	117	4,740	950	36.5	7,200	59.5	42.0	4.5	57.0	28.5	4.5	–	–	–
BMW X5 PHEV	194	79	69	117	5,555	1,320	36.5	7,200	59.5	42.0	4.5	57.0	28.5	4.5	–	–	–

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.Ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
BMW X7	203	79	71	122	5,285	1,200	26.0	7,500	59.5	42.0	6.0	57.0	29.5	3.5	46.0	26.0	2.0
BMW Z4	171	73	51	97	3,290	465	10.0	NR	54.5	42.0	3.5	–	–	–	–	–	–
Buick Enclave	205	79	70	121	4,690	1,625	48.5	5,000	62.0	43.0	5.5	61.5	31.5	3.5	57.0	25.0	0.0
Buick Encore GX	171	71	64	102	3,310	945	23.0	1,000	55.0	42.5	4.0	52.0	25.5	4.0	–	–	–
Buick Envision	183	74	63	109	3,965	1,175	28.0	1,500	56.5	44.0	4.5	56.0	29.0	2.5	–	–	–
Buick Envista	183	72	61	106	3,010	945	24.0	NR	52.5	43.5	4.5	54.0	31.0	2.5	–	–	–
Cadillac CT4	187	72	56	109	3,625	875	11.0	1,000	55.0	43.0	3.0	53.5	26.0	2.0	–	–	–
Cadillac CT5	194	74	57	116	3,865	875	12.0	1,000	56.5	43.0	4.0	56.0	29.5	2.0	–	–	–
Cadillac Escalade	211	81	77	121	5,950	1,580	56.0	8,000	65.5	43.0	5.5	64.5	30.5	3.5	63.0	26.0	4.0
Cadillac Lyriq	197	78	64	122	5,925	NA	NA	3,500	59.0	NA	NA	58.5	NA	NA	–	–	–
Cadillac XT4	181	77	63	109	3,930	970	26.5	3,500	56.5	42.5	3.5	54.0	26.5	1.5	–	–	–
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	–	–	–
Cadillac XT6	199	77	70	113	4,585	1,320	41.0	4,000	57.5	42.5	6.0	56.5	29.5	4.0	54.5	27.0	2.5
Chevrolet Blazer	192	77	67	113	4,235	1,705	34.5	4,500	58.0	42.5	6.5	57.5	30.0	4.5	–	–	–
Chevrolet Blazer EV	192	78	65	122	5,240	NA	NA	1,500	58.5	NA	NA	58.5	NA	NA	–	–	–
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	–	–	–
Chevrolet Colorado	213	75	80	131	4,545	1,620	–	7,700	58.0	44.5	5.0	56.0	28.0	2.5	–	–	–
Chevrolet Corvette	182	76	49	107	3,625	425	13.0	NR	53.5	42.5	3.5	–	–	–	–	–	–
Chevrolet Equinox	183	73	65	107	3,540	995	32.0	3,500	55.5	42.5	4.0	54.0	30.0	2.0	–	–	–
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	–	–	–
Chevrolet Silverado 1500	232	81	76	147	5,130	1,940	–	12,100	64.5	43.5	8.0	64.0	33.5	6.0	–	–	–
Chevrolet Suburban	226	81	76	134	6,000	1,655	70.0	8,200	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
Chevrolet Tahoe	211	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
Chevrolet Trailblazer	174	71	66	104	3,275	945	24.0	1,000	55.0	42.0	5.5	52.5	27.5	3.5	–	–	–
Chevrolet Traverse	204	75	70	113	NA	NA	NA	5,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
Chevrolet Trax	179	72	61	106	2,970	945	26.0	NR	56.0	43.0	5.0	53.0	33.0	3.0	–	–	–
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Chrysler Pacifica PHEV	204	80	70	122	5,125	1,100	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Hornet	178	72	64	104	3,740	1,245	25.5	2,000	53.5	43.0	2.5	54.0	30.5	2.5	–	–	–
Ford Bronco	189	76	73	116	4,795	1,275	40.0	3,500	54.5	42.5	6.5	52.5	28.5	4.0	–	–	–
Ford Bronco Sport	173	74	70	105	3,515	1,100	30.5	2,200	57.5	43.0	8.0	55.5	27.0	7.5	–	–	–
Ford Edge	189	76	68	112	4,250	950	39.0	3,500	58.0	41.5	3.5	59.0	29.0	2.5	–	–	–
Ford Escape	181	74	66	107	3,530	910	30.5	2,000	57.0	41.5	5.0	54.5	29.5	3.5	–	–	–
Ford Escape PHEV	181	74	66	107	4,540	915	30.5	1,500	56.5	42.5	4.0	55.0	31.0	2.5	–	–	–
Ford Expedition	222	80	76	132	6,035	1,510	66.0	9,300	65.0	42.5	4.5	64.5	33.0	2.5	63.5	26.5	3.0
Ford Explorer	199	79	70	119	4,565	1,255	44.5	5,600	61.0	42.0	5.0	61.0	28.5	3.0	49.0	25.0	3.0
Ford F-150	232	80	77	145	5,070	1,475	–	7,700	66.5	43.0	4.5	66.0	34.0	3.0	–	–	–
Ford F-150 Lightning	233	84	78	146	6,790	1,680	–	10,000	66.5	43.0	4.0	66.0	35.0	2.0	–	–	–
Ford Maverick	200	78	69	121	3,735	1,445	–	4,000	57.0	42.5	6.0	55.5	27.5	5.0	–	–	–
Ford Mustang	189	75	54	107	3,845	630	14.0	NR	56.0	44.0	4.0	50.5	25.5	0.0	–	–	–
Ford Mustang Mach-E	186	74	64	118	4,835	920	29.5	NR	57.5	43.0	5.0	55.0	30.0	3.0	–	–	–
Ford Ranger	211	76	74	129	4,415	1,710	–	7,500	57.0	NA	NA	57.0	NA	NA	–	–	–
Genesis Electrified GV70	186	75	64	113	5,040	880	27.5	3,500	59.0	42.0	5.5	56.5	27.0	3.0	–	–	–
Genesis G70	184	73	55	112	3,770	905	11.0	NR	56.0	42.0	3.0	52.0	27.0	2.0	–	–	–
Genesis G80	197	76	58	119	4,245	880	13.0	NR	57.5	42.0	4.0	56.0	29.0	2.5	–	–	–
Genesis G90	208	76	59	125	4,865	NA	12.0	NR	59.0	NA	NA	58.0	NA	NA	–	–	–
Genesis GV60	178	74	62	114	4,740	860	26.5	2,000	57.0	44.0	5.0	53.0	29.0	3.0	–	–	–
Genesis GV70	186	75	64	113	4,310	935	27.5	3,500	59.0	42.0	5.5	56.5	27.0	3.0	–	–	–
Genesis GV80	195	78	68	116	4,915	900	39.0	6,000	60.0	42.0	3.0	57.5	28.5	3.0	–	–	–
GMC Acadia	204	75	70	113	NA	NA	NA	5,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
GMC Canyon	213	72	80	131	4,545	1,620	–	7,700	58.0	44.5	5.0	56.0	28.0	2.5	–	–	–
GMC Sierra 1500	232	81	76	147	5,130	1,940	–	12,100	64.5	43.5	8.0	64.0	33.5	6.0	–	–	–
GMC Terrain	182	72	65	107	3,800	985	33.0	1,500	56.5	42.5	4.5	53.5	30.0	2.5	–	–	–
GMC Yukon	210	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
GMC Yukon XL	225	81	76	134	6,000	1,760	70.0	8,000	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
Honda Accord	196	73	57	111	3,270	850	17.0	NR	58.0	42.5	3.0	56.0	34.0	2.5	–	–	–

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.Ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
Honda Civic	183	71	56	108	2,885	850	15.0	NR	57.0	43.0	6.5	55.5	30.5	2.0	–	–	–
Honda CR-V	185	74	67	106	3,585	850	37.0	1,500	58.0	43.0	4.0	55.5	33.0	3.5	–	–	–
Honda HR-V	180	72	63	105	3,280	840	28.5	NR	56.5	43.0	6.0	54.5	31.5	3.5	–	–	–
Honda Odyssey	203	79	68	118	4,490	1,340	71.5	3,500	61.5	41.0	5.0	60.5	31.0	5.0	59.0	29.5	4.0
Honda Passport	189	79	72	111	4,170	950	39.0	5,000	61.0	41.0	5.5	60.5	30.0	5.0	–	–	–
Honda Pilot	200	79	71	114	4,635	1,340	42.5	5,000	61.5	43.5	4.0	61.5	32.5	3.5	57.5	28.0	3.5
Honda Prologue	192	78	65	122	5,205	NA	NA	NA	59.5	NA	NA	57.5	NA	NA	–	–	–
Honda Ridgeline	210	79	71	125	4,415	1,545	–	5,000	61.0	40.5	6.0	60.5	26.0	4.5	–	–	–
Hyundai Elantra	184	72	56	107	2,765	850	14.0	NR	55.5	43.0	6.0	53.5	28.5	1.5	–	–	–
Hyundai Ioniq 5	183	74	63	118	4,560	860	28.5	2,000	57.5	43.0	6.0	57.5	31.0	4.0	–	–	–
Hyundai Ioniq 6	191	74	59	116	4,515	860	11.0	NR	57.5	44.0	4.5	54.5	36.0	2.0	–	–	–
Hyundai Kona	171	72	62	105	3,265	860	28.0	NR	53.5	43.5	5.5	54.0	29.5	3.5	–	–	–
Hyundai Kona Electric	172	72	62	105	3,770	NA	26.0	NR	57.0	NA	NA	55.0	NA	NA	–	–	–
Hyundai Palisade	197	78	69	114	4,395	1,175	47.5	5,000	60.5	42.0	5.0	60.0	31.0	4.5	55.0	23.0	2.5
Hyundai Santa Cruz	196	75	67	118	4,045	1,410	–	5,000	57.0	42.5	5.5	55.0	26.0	5.5	–	–	–
Hyundai Santa Fe	190	75	68	111	4,485	NA	NA	3,500	59.5	NA	NA	58.0	NA	NA	53.5	NA	NA
Hyundai Sonata	193	73	57	112	3,175	905	16.0	NR	57.0	43.0	4.0	55.0	30.5	3.5	–	–	–
Hyundai Tucson	182	73	66	109	3,605	925	38.5	2,000	56.0	43.0	4.5	55.0	30.0	4.5	–	–	–
Hyundai Tucson PHEV	182	73	66	109	4,105	926	38.5	2,000	56.0	43.0	4.5	55.0	30.0	4.5	–	–	–
Hyundai Venue	159	70	62	99	2,645	840	19.0	NR	53.5	41.0	5.5	50.5	25.5	3.5	–	–	–
Infiniti Q50	190	72	57	112	3,875	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	–	–	–
Infiniti QX50	185	75	66	110	4,155	860	30.5	3,000	58.5	42.5	5.0	56.0	29.0	3.0	–	–	–
Infiniti QX60	198	78	70	114	4,630	1,150	41.0	6,000	61.0	43.0	5.5	59.0	33.0	2.5	50.0	28.5	2.0
Infiniti QX80	210	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar E-Pace	173	82	65	106	4,130	825	21.5	3,970	56.0	42.5	5.5	54.0	27.0	2.5	–	–	–
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	–	–	–
Jaguar I-Pace	184	75	61	118	4,920	860	25.5	NR	57.5	42.0	5.5	54.0	29.5	3.5	–	–	–
Jeep Compass	173	74	65	104	3,620	860	27.5	2,000	55.5	41.5	3.5	52.5	28.0	1.5	–	–	–
Jeep Gladiator	218	74	75	137	4,650	1,450	–	7,700	56.0	41.5	4.5	56.0	29.0	6.5	–	–	–
Jeep Grand Cherokee	194	78	71	117	4,480	1,050	36.0	6,200	59.5	44.5	4.0	58.0	29.5	2.0	–	–	–
Jeep Grand Cherokee PHEV	194	78	71	117	5,415	1,050	36.0	6,000	59.5	44.5	4.0	58.0	29.5	2.0	–	–	–
Jeep Wagoneer	215	84	76	123	6,150	1,510	63.5	10,000	63.0	42.5	5.0	65.0	31.0	2.5	63.5	28.0	2.0
Jeep Wrangler	188	74	74	118	4,440	850	41.5	3,500	55.5	41.0	4.5	53.0	29.0	5.0	–	–	–
Kia Carnival	203	79	70	122	4,595	1,325	72.0	3,500	64.0	41.5	8.0	63.0	31.0	4.0	59.0	27.0	2.0
Kia EV6	184	74	61	114	4,540	825	26.5	2,300	56.5	43.0	5.0	54.0	33.0	3.0	–	–	–
Kia EV9	197	78	69	122	5,715	1,655	NA	3,500	61.5	NA	NA	60.0	NA	NA	55.0	NA	NA
Kia Forte	183	71	57	106	2,805	850	15.0	NR	55.0	42.0	5.0	52.0	28.0	2.5	–	–	–
Kia K5	193	73	57	112	3,150	905	16.0	NR	57.0	43.0	5.0	55.5	31.0	3.0	–	–	–
Kia Niro	174	72	62	107	3,100	860	23.0	NR	55.5	44.0	6.0	54.5	31.0	4.5	–	–	–
Kia Niro EV	174	72	62	107	3,750	860	23.0	NR	55.5	44.0	6.0	54.5	31.0	2.5	–	–	–
Kia Niro PHEV	174	72	62	107	3,365	860	19.0	NR	55.5	44.0	6.0	54.5	31.0	4.5	–	–	–
Kia Seltos	173	71	64	104	3,120	860	28.0	NR	54.5	42.0	6.0	52.5	27.0	4.0	–	–	–
Kia Sorento	189	75	67	111	3,985	1,030	39.5	3,500	58.5	42.0	6.0	57.5	30.0	3.0	50.5	24.0	0.0
Kia Soul	165	71	63	102	2,995	860	24.0	NR	54.5	42.5	6.0	52.0	28.0	5.0	–	–	–
Kia Sportage	184	73	65	109	3,610	925	38.0	2,500	55.5	43.0	6.0	54.5	30.5	5.0	–	–	–
Kia Sportage PHEV	184	73	65	109	4,105	925	38.0	2,000	55.5	43.0	6.0	54.5	30.5	5.0	–	–	–
Kia Telluride	197	78	69	114	4,300	1,325	47.5	5,000	62.5	43.0	5.5	59.0	32.0	5.5	54.5	25.0	0.0
Land Rover Defender	198	79	77	119	5,435	1,985	43.0	7,700	61.0	42.5	7.5	59.0	28.5	5.5	–	–	–
Land Rover Discovery	196	82	74	115	5,405	1,200	42.5	8,200	60.5	43.0	4.5	59.5	28.0	4.5	47.5	27.0	3.5
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	–	–	–
Land Rover Range Rover	199	81	74	118	5,630	960	NA	8,200	NA	NA	NA	NA	NA	NA	–	–	–
Land Rover Range Rover Evoque	172	79	65	106	4,235	825	25.0	3,700	56.5	41.5	5.5	55.0	27.0	4.5	–	–	–
Land Rover Range Rover Sport	195	81	72	118	5,430	825	38.0	7,715	61.0	43.5	3.5	59.0	30.5	2.0	–	–	–

CR'S TEST DATA Vehicle Dimensions

Make + Model	**Exterior Dimensions + Weight**					**Cargo**			**Interior Dimensions**								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.Ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
Land Rover Range Rover Velar	189	80	66	113	4,350	825	29.0	5,500	57.0	42.5	4.5	55.0	28.5	4.0	–	–	–
Lexus ES	196	73	57	113	3,770	905	17.0	NR	55.0	43.0	2.5	52.0	31.5	2.5	–	–	–
Lexus GX	197	78	76	112	5,170	NA	NA	8,000	59.5	NA	NA	57.0	NA	NA	57.5	NA	NA
Lexus IS	185	72	56	110	3,900	825	14.0	NR	55.0	43.5	2.5	52.0	28.5	1.5	–	–	–
Lexus LS	206	75	58	123	5,170	870	17.0	NR	57.0	43.0	2.5	54.5	33.0	2.5	–	–	–
Lexus LX	201	78	74	112	5,925	NA	NA	8,000	61.5	NA	NA	59.0	NA	NA	56.0	NA	NA
Lexus NX	184	73	66	106	3,905	890	26.5	2,000	56.5	43.0	3.0	53.0	30.0	3.0	–	–	–
Lexus RX	193	76	67	112	4,280	1,110	31.0	3,500	58.5	43.5	4.0	56.0	32.5	3.5	–	–	–
Lexus RZ	189	74	64	112	4,515	950	30.5	NR	57.0	43.5	5.5	53.0	34.0	3.5	–	–	–
Lexus TX	203	78	70	116	4,965	NA	NA	5,000	60.0	NA	NA	59.0	NA	NA	56.0	NA	NA
Lexus UX	177	72	60	104	3,570	890	18.0	NR	54.5	42.5	3.0	51.0	27.0	3.0	–	–	–
Lincoln Aviator	199	80	70	119	5,065	1,415	49.0	6,700	61.0	41.0	5.0	61.0	29.0	3.0	50.0	21.0	3.0
Lincoln Corsair	181	76	64	107	3,910	850	27.5	3,000	56.5	41.0	5.0	55.5	28.0	3.0	–	–	–
Lincoln Nautilus	193	80	68	114	4,350	NA	NA	1,750	59.0	NA	NA	58.0	NA	NA	–	–	–
Lincoln Navigator	210	80	76	123	6,100	1,565	56.0	8,300	65.0	42.5	4.5	65.0	32.0	3.0	63.0	26.0	3.5
Lucid Air	196	76	56	117	5,015	880	16.0	NR	57.5	44.0	4.5	54.0	36.0	3.0	–	–	–
Maserati Grecale	191	77	66	114	4,415	1,100	29.0	5,515	57.0	43.0	3.5	54.5	29.0	2.0	–	–	–
Mazda CX-30	173	71	62	105	3,280	850	21.5	NR	55.0	41.5	4.5	51.5	25.0	3.0	–	–	–
Mazda CX-5	180	73	66	106	3,590	850	30.5	2,000	56.5	42.0	4.0	54.0	27.5	4.5	–	–	–
Mazda CX-50	186	73	64	111	3,755	850	34.0	2,000	55.0	42.0	3.0	52.5	30.0	2.0	–	–	–
Mazda CX-90	201	78	69	123	4,760	1,360	41.5	5,000	58.5	43.0	4.5	58.0	32.0	3.5	48.5	28.5	2.0
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	–	–	–	–	–	–
Mazda3	184	71	57	107	3,025	860	13.0	NR	55.0	42.0	4.0	52.0	27.0	2.0	–	–	–
Mercedes-Benz C-Class	187	74	57	113	4,030	985	13.0	NR	51.0	44.0	3.0	54.5	29.0	0.5	–	–	–
Mercedes-Benz CLA	185	72	57	107	3,485	950	16.0	NR	54.5	43.0	3.0	53.0	27.0	1.0	–	–	–
Mercedes-Benz E-Class	194	75	58	117	NA	NA	19.0	NR	57.5	NA	NA	56.0	NA	NA	–	–	–
Mercedes-Benz EQE	197	77	60	123	5,410	880	15.0	NR	59.0	43.0	2.5	57.0	32.5	2.0	–	–	–
Mercedes-Benz EQE SUV	192	76	66	119	5,735	870	28.0	3,500	59.0	43.5	3.5	57.0	32.0	2.0	–	–	–
Mercedes-Benz EQS	207	76	60	126	5,810	875	22.0	NR	59.5	44.0	3.0	57.0	35.0	1.0	–	–	–
Mercedes-Benz EQS SUV	202	77	68	126	6,315	1,190	35.5	3,500	59.5	44.0	4.0	57.5	33.0	3.0	46.0	26.5	0.0
Mercedes-Benz GLA	174	72	63	107	3,630	915	26.5	NR	55.0	44.0	5.5	50.5	29.0	4.0	–	–	–
Mercedes-Benz GLB	182	72	65	111	3,785	935	28.5	NR	55.5	42.5	5.0	53.0	30.0	3.5	–	–	–
Mercedes-Benz GLC	186	74	65	113	4,320	815	28.5	3,500	55.5	44.0	3.5	55.5	29.0	2.5	–	–	–
Mercedes-Benz GLE	194	77	71	118	5,145	980	36.5	7,700	59.0	43.0	5.0	56.0	32.0	5.0	–	–	–
Mercedes-Benz GLS	205	77	72	123	5,495	1,300	42.5	7,715	59.0	43.0	5.5	57.5	31.5	5.0	50.0	21.5	3.5
Mercedes-Benz S-Class	208	77	59	127	4,775	NA	13.0	NR	59.5	NA	NA	59.0	NA	NA	–	–	–
Mini Cooper	153	68	56	98	2,815	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	–	–	–
Mini Cooper Countryman	174	72	64	105	3,690	925	23.5	NR	55.0	42.5	3.5	53.0	29.0	2.0	–	–	–
Mitsubishi Eclipse Cross	179	71	67	105	3,515	825	22.5	1,500	56.0	41.0	4.5	54.0	29.0	2.5	–	–	–
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	–	–	–
Mitsubishi Outlander	185	75	69	107	3,845	1,155	32.0	2,000	56.0	42.0	4.5	55.0	32.0	4.0	51.0	26.5	0.0
Mitsubishi Outlander PHEV	185	84	69	107	4,730	1,155	32.0	1,500	56.0	42.0	4.5	55.0	32.0	4.0	51.0	26.5	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	–	–	–
Nissan Altima	193	73	57	111	3,240	900	15.0	NR	57.5	41.5	3.5	54.0	29.5	2.5	–	–	–
Nissan Ariya	183	75	65	109	5,075	835	29.5	1,500	56.0	42.0	2.5	55.5	31.5	1.5	–	–	–
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	210	72	76	126	4,720	1,310	–	6,350	58.5	42.0	5.0	58.0	28.5	2.0	–	–	–
Nissan Kicks	169	69	62	103	2,630	850	25.0	NR	53.0	42.5	6.0	51.0	27.0	4.0	–	–	–
Nissan Leaf	176	71	62	106	3,850	860	24.0	NR	54.0	41.0	5.5	51.0	27.0	2.0	–	–	–
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	–	–	–
Nissan Pathfinder	198	78	70	114	4,600	1,150	44.5	6,000	61.0	43.0	6.5	59.0	30.5	3.5	58.0	23.5	3.5
Nissan Rogue	183	72	67	107	3,685	900	36.5	1,500	57.0	42.0	5.0	54.5	30.5	5.0	–	–	–
Nissan Sentra	183	72	57	107	3,000	880	14.0	NR	55.5	42.0	5.5	52.0	28.0	2.0	–	–	–
Nissan Titan	228	80	76	140	5,770	1,435	–	9,135	63.0	42.0	6.0	63.0	31.0	5.5	–	–	–
Nissan Versa	177	69	57	103	2,670	840	15.0	NR	53.0	41.5	4.5	52.0	27.0	1.5	–	–	–
Nissan Z	172	73	52	100	3,520	450	7.0	NR	54.0	40.5	3.0	–	–	–	–	–	–

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.Ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
Polestar 2	181	71	58	108	4,730	925	14.0	2,000	55.0	42.0	5.5	52.0	28.0	1.5	–	–	–
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	–	–	–	–	–	–
Porsche Cayenne	194	78	67	114	4,680	1,475	32.0	7,715	59.0	42.5	4.5	55.5	29.0	2.5	–	–	–
Porsche Macan	185	76	64	111	4,415	1,150	29.0	4,410	56.5	42.0	4.5	54.5	25.5	2.0	–	–	–
Porsche Taycan	195	78	54	114	5,095	830	14.0	NR	56.0	43.0	5.0	52.0	28.0	1.0	–	–	–
Ram 1500	233	82	78	145	5,355	1,690	–	11,340	65.0	42.0	6.0	65.0	33.5	5.5	–	–	–
Rivian R1S	201	82	77	121	6,920	1,360	48.5	7,700	61.0	44.0	6.5	59.0	31.5	5.5	51.0	28.0	4.5
Rivian R1T	217	82	78	136	6,925	1,625	–	11,000	61.0	45.0	6.0	59.0	30.0	3.0	–	–	–
Subaru Ascent	197	76	72	114	4,550	1,160	40.5	5,000	60.0	43.5	5.5	59.5	29.0	3.5	55.5	24.5	0.0
Subaru BRZ	168	70	52	101	2,835	700	6.0	NR	53.5	42.5	3.5	51.5	22.0	0.0	–	–	–
Subaru Crosstrek	176	71	63	105	3,350	900	26.5	3,500	56.5	43.0	3.5	55.0	31.5	3.5	–	–	–
Subaru Forester	183	72	68	105	NA	NA	NA	NA	57.0	NA	NA	55.0	NA	NA	–	–	–
Subaru Impreza	176	70	58	105	3,290	900	28.5	NR	56.5	43.5	3.0	54.0	29.0	3.0	–	–	–
Subaru Legacy	191	72	59	108	3,510	850	15.0	NR	57.5	42.5	6.5	56.5	30.0	2.0	–	–	–
Subaru Outback	192	74	66	108	3,915	900	37.0	3,500	57.0	42.5	4.5	57.5	30.0	5.0	–	–	–
Subaru Solterra	185	73	65	112	4,415	925	29.0	NR	57.5	42.0	5.0	55.5	32.5	3.0	–	–	–
Subaru WRX	184	72	58	105	3,345	850	13.0	NR	56.0	43.0	5.5	54.5	31.0	2.0	–	–	–
Tesla Cybertruck	224	87	71	NA	6,600	2,500	–	11,000	NA	NA	NA	NA	NA	NA	–	–	–
Tesla Model 3	185	73	57	113	3,895	890	15.0	NR	55.5	42.5	6.0	52.5	29.0	3.5	–	–	–
Tesla Model S	196	77	57	117	4,625	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	–	–	–
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Tesla Model Y	187	76	64	114	4,375	830	25.0	3,500	56.0	42.5	6.0	53.5	29.5	4.0	–	–	–
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota bZ4X	185	73	65	112	4,415	925	29.0	NR	57.5	42.0	5.0	55.5	32.5	3.0	–	–	–
Toyota Camry	NA	NA	NA	NA	NA	NA	NA	NR	NA	NA	NA	NA	NA	NA	–	–	–
Toyota Corolla	183	70	57	106	2,960	825	13.0	NR	54.0	42.0	2.5	53.0	29.5	1.5	–	–	–
Toyota Corolla Cross	176	72	65	104	3,320	940	26.0	1,500	51.5	42.0	3.5	53.0	28.5	3.5	–	–	–
Toyota Crown	196	72	61	112	4,035	905	15.0	NR	56.5	44.0	2.5	54.0	34.0	2.5	–	–	–
Toyota GR86	168	70	52	101	2,855	700	6.0	NR	53.5	42.5	3.5	51.5	22.0	0.0	–	–	–
Toyota Grand Highlander	201	78	70	116	4,555	1,410	48.5	5,000	60.0	42.0	4.5	59.5	33.0	3.5	55.5	28.0	2.5
Toyota Highlander	195	76	68	112	4,385	1,390	40.5	5,000	59.0	42.0	3.5	59.0	33.5	4.0	50.0	22.5	0.0
Toyota Land Cruiser	194	78	76	112	5,035	NA	NA	6,000	58.5	NA	NA	59.0	NA	NA	–	–	–
Toyota Prius	181	70	56	108	3,310	860	24.0	NR	55.5	43.0	4.0	52.5	31.0	2.0	–	–	–
Toyota Prius Prime	181	70	56	108	3,550	860	20.0	NR	55.5	43.0	4.0	52.5	31.0	2.0	–	–	–
Toyota RAV4	181	73	67	106	3,510	900	30.5	3,500	57.0	42.0	3.0	54.5	30.0	5.5	–	–	–
Toyota RAV4 Prime	181	73	67	106	4,335	970	30.5	2,500	58.0	42.0	4.0	56.0	29.0	5.0	–	–	–
Toyota Sequoia	208	80	75	122	6,140	1,360	42.5	9,520	65.5	43.5	4.5	62.0	34.5	2.5	63.0	30.5	0.0
Toyota Sienna	204	79	69	121	4,585	1,420	48.0	3,500	62.5	42.0	4.0	62.0	34.0	2.0	58.0	25.5	2.0
Toyota Supra	173	73	51	97	3,385	465	10.0	NR	54.0	42.5	4.0	NA	NA	NA	–	–	–
Toyota Tacoma	226	77	74	132	4,785	1,230	–	6,500	58.5	NA	NA	56.0	NA	NA	–	–	–
Toyota Tundra	234	80	78	146	5,590	1,365	–	11,160	65.0	44.5	6.5	62.5	34.5	3.5	–	–	–
Toyota Venza	187	73	66	106	3,850	900	26.5	NR	57.5	42.0	4.5	56.5	29.0	4.5	–	–	–
Volkswagen Atlas	201	78	70	117	4,670	1,215	50.5	5,000	61.0	43.0	6.5	59.5	32.5	5.0	53.0	28.0	1.5
Volkswagen Atlas Cross Sport	196	78	68	117	4,425	1,090	37.5	5,000	61.0	42.5	5.0	60.0	32.0	2.0	–	–	–
Volkswagen Golf GTI	167	71	58	104	3,205	915	24.0	NR	52.0	43.5	3.5	52.5	29.0	4.0	–	–	–
Volkswagen ID.4	181	73	65	109	4,905	950	31.0	2,700	57.5	42.0	6.0	55.0	29.0	2.5	–	–	–
Volkswagen Jetta	187	71	58	106	3,065	970	16.0	NR	55.0	43.5	4.0	52.5	30.0	2.5	–	–	–
Volkswagen Taos	176	73	65	106	3,530	935	31.5	NR	56.5	42.0	5.5	54.5	30.0	3.5	–	–	–
Volkswagen Tiguan	185	72	66	110	3,860	1,215	33.0	1,500	56.0	42.5	6.0	55.0	32.0	4.0	48.0	NA	NA
Volvo C40	175	75	63	106	4,700	960	NA	2,000	56.5	NA	NA	56.5	NA	NA	–	–	–
Volvo EX30	167	72	61	NA	NA	NA	NA	2,000	NA	NA	NA	NA	NA	NA	–	–	–
Volvo S60	187	73	57	113	3,740	890	12.0	2,000	55.5	42.0	3.0	53.5	28.0	2.5	–	–	–
Volvo S90	200	75	57	121	4,085	950	14.0	3,500	56.0	42.0	4.0	54.5	29.0	4.0	–	–	–
Volvo XC40	174	73	65	106	3,785	925	25.5	3,500	56.0	41.5	3.5	55.0	27.0	3.0	–	–	–
Volvo XC60	185	79	65	113	4,150	950	34.0	3,500	58.0	43.0	5.0	56.0	28.5	4.0	–	–	–
Volvo XC60 PHEV	185	79	65	113	4,725	950	34.0	3,500	58.0	43.0	5.0	56.0	28.5	4.0	–	–	–
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

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